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SATURDAY, AUGUST 17, 1929. 日三十月七

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THE HAGUE CRISIS AVERTED.

PARLEY TO CONTINUE OVER WEEK-END.

MR. SNOWDEN PREPARED TO GIVE MORE TIME.

BELGIANS HOPEFUL.

The Hague, Aug. 16. The members of the British delegation at the Reparations Conference stated that it has been made clear to M. Jaspars, the Belgian Premier, that Mr. Snowden does not consider today's proposals satisfactory, though it is said that they represented eighty per cent. of the British demands. It is understood that a written reply in this sense will be sent to M. Jaspars to-morrow (Saturday).

A Fair Offer? M. Jaspars said he did not believe that any British Government would sacrifice the peace of the world for the sake of money. He expressed the opinion that the proposals he submitted to Mr. Snowden represented a fair basis of compromise.

It is certain now that the Conference will carry on at least over the week-end. Mr. Snowden has given the delegates of Italy, France, Belgium and Japan a little further time to consider his demands.

The Financial Commission of the Conference has been adjourned until M. Houtard (Belgium), the chairman, summons a fresh meeting.

French Denials.

Later. French circles emphatically deny the report that the French, Belgians and Japanese have been pressing Italy to agree to a reduction of the percentages given to her under the Young Plan.

They declare that "unity remains complete among the creditor Powers who accept entirely the conclusions of the Committee of Experts, and on this basis the will remain tomorrow as yesterday."—Reuter.

Britain and Rhineland.

Meanwhile Britain on the "Political" Commission has once again stressed that her attitude towards the evacuation of the Rhineland is that it should be carried out as rapidly as possible and certainly as far as Britain is concerned must not depend upon the adoption of the Young Plan.

In the course of a conversation with Dr. Stresemann, the principal German delegate to-day, Mr. Arthur Henderson stated that there was no question of Britain expecting Germany to bear a part of the cost of the occupation of the Rhineland after September.

He again emphasized that the British Government is prepared to evacuate the Rhineland at the earliest possible moment, unconditionally.—Reuter.

Italian Insistence.

The Hague, Earlier. It is clear that Mr. Snowden's reminder yesterday was not conveyed by formal letter, but by informally passing a note to M. Jaspars during the speech of M. Loucheur explaining the French standpoint.

It is understood that a subsequent declaration by the four Powers that their interests were identical was chiefly due to the insistence of the Italian delegate Signor Mussolini.

The French delegation is now credited with the role of peace-maker, endeavouring to persuade the Italians to make "sacrifices."—Reuter.

Eighty Per Cent. Offer.

The Hague, Aug. 16. It was reported this morning that the delegates of Italy, (Continued on Page 14.)

BIG LANCASHIRE MERGER.

EGYPTIAN MILLS, LIMITED, A GOING CONCERN.

3 MILLION SPINDLES.

London, Aug. 16.

The big amalgamation of the fine cotton spinning mills of Lancashire has advanced a further step.

The capital of the combined Egyptian Mills, Limited, which was registered as a company in June with a nominal capital of £100, has now been increased to £2,600,000.

The new company will control approximately three million spindles, as the result of agreements made for amalgamation with fourteen existing companies.

The company proposes to handle the manufacture and export of cotton goods in all branches, and it is hoped by mass production to be able to compete in the Far East with the Japanese mills on level terms. The amalgamation is expected to enable tremendous reductions in the cost of production to be effected.

It is learned that negotiations are in progress for the merging of other branches of the Lancashire industry, while valuable advice is anticipated from the Commission of Enquiry appointed by the Government to investigate the trade with a view to restoring its former prosperity.—Reuter.

ZEPPELIN CROSSES URAL RANGE.

OVER W. SIBERIA YESTERDAY AFTERNOON.

Hamburg, Aug. 16.

The Hamburg-America Line has been in wireless communication with the Graf Zeppelin which is now cruising over Siberia.

At four o'clock this afternoon, a report was picked up stating that the Zeppelin was in Latitude 60° N., Longitude 64° E., the message terminating with the terse remark "All Well."

The great airship has, therefore, accomplished the somewhat difficult crossing of the Ural Mountains without mishap, and is now over Siberia about 200 miles from the river Ob.

It is anticipated that Dr. Eckener will soon turn his craft in a more southerly direction.—Reuter.

ARBITRATOR IN THE COTTON DISPUTE.

MR. JUSTICE RIGBY SWIFT AS CHAIRMAN.

London, Aug. 16.

Sir Rigby Swift, Judge of the King's Bench Division of the High Court of Justice, has been appointed chairman of the arbitration court which is to consider the application of the Lancashire mill owners for a reduction in the wages of the operatives by 12.8 per cent.

The other four members of the Court will be nominated, two by the operatives and two by the employers.

The chairman will have full powers as an umpire in the event of the failure of the other members of the Court to agree.—Reuter.

CHINA'S FOREIGN RELATIONS.

NOT CONTENT WITH POWERS' NOTES ON EXTRALITY.

Nanking, Aug. 16. In a conference with Pressmen at Nanking this evening, Dr. C. T. Wang, the Foreign Minister, said that the State Council had been studying the replies of the Powers to the recent Note asking for the abolition of extraterritoriality.

The Foreign Minister stated that the National Government will shortly send another Note to the Powers on the subject. The nature of the views to be expressed were not divulged.—Reuter

THE SINO-RUSSIAN CRISIS.

SIGNIFICANT NANKING STATEMENT.

LARGE SOVIET FORCES SAID TO BE OVER BORDER.

REPRISALS PLANNED?

Nanking, Aug. 17.

Admitting that a crisis is developing in the relations between China and Soviet Russia, Dr. C. T. Wang, the Foreign Minister, told Pressmen yesterday that there was no truth in the allegations of a disagreement between the Nanking Government and the Mukden authorities regarding the methods of handling the situation.

He pointed out that General Chang Hsueh-liang, the head of the Mukden Government, had been carrying out instructions from Nanking, and had sent 60,000 fresh troops to the border in accordance with recent instructions.

On the question of the dispute over the Chinese Eastern Railway, added Dr. Wang, China remains firm.

China United.

"The Russian associate managers of the C.E.R. cannot be reinstated before the opening of negotiations. China's only course is for the whole nation to unite in resistance to Red Imperialism, or to perish in the grip of Communism."

Reports confirming the Russian invasion of Chinese territory at many points have been received by the Nanking Government.

China and the Powers.

The leaders have examined the situation very carefully, and the National Government has instructed Dr. C. C. Wu, the Chinese Minister in Washington, to notify the signatories of the Kellogg Pact that Russia started the offensive and that China, while resisting the invasion, would abide by the spirit of the Pact.

It was still hoped that the matter would be settled by peaceful means.

At a meeting of the State Council held yesterday afternoon, General Lu Chung-shan, formerly Chief of Staff of Marshal Fung Yu-shiang, was appointed Minister for War.

General Tang Seng-chi and General Chu Pei-teh have been appointed members of a Standing Committee to deal with disbandment of superfluous forces.—Reuter.

More Invasions.

Shanghai, Aug. 16.

According to the latest reports received in Nanking from official sources in Manchuria, the situation on the border is one causing increasing anxiety.

The Soviet continues its policy of demonstration bombardments, while aeroplanes have been dropping bombs on Chinese territory to frighten the populace. Raids by Soviet troops are reported from several areas, while it is believed that a large force of Russians is in occupation of Chinese territory near Manchuria.

It is alleged that two whole divisions of Russian troops, and a large number of horsemen, crossed the north-west border, and have made defensive lines within a mile or two of the Manchuria railway station.

Reprisals Probable.

Troop movements on the Chinese side have continued with added zeal and this morning saw the departure from Harbin of hundreds of Chinese units bound for Manchuria and Kharin.

It is understood that as soon as the various contingents of Hailuankiang troops have arrived at Kharin, General Wan Fu-lin will order reprisals in the event of further gun-firing by the Russians on Chinese territory.

Protest to Russia.

Nanking, Aug. 16. The Nanking Foreign Minister yesterday morning wired to the Chinese Minister in Berlin instructing him to request the German authorities to demand an explanation from the Soviet government of the invasions and shelling of Chinese territories. The Russian Government is urged to stop such demonstrations and invasions if the

ATTEMPTED GAOL ESCAPE.

MAN SENTENCED FOR AIDING FELLOW-PRISONER.

CHANGING PLACES?

The recent attempt by a prisoner to escape from Victoria Gaol was recalled at the Central Police Court this morning, when, before Mr. E. W. Hamilton, a second man was charged with aiding and abetting in the attempt.

The defendant was informed that he was charged with aiding the other prisoner to get out of the Gaol first, while he himself would get out later.

In response, the defendant said: "I am poor, and never possessed \$5 in my life. He has got money, and so has a reason for wanting to get away from the Gaol. I have none, and am content to stay in a little longer."

Mr. Hamilton:—I think he is probably speaking the truth.

Major C. Wilkinson (the Superintendent of the Gaol):—I think so, too. I am not sure whether he was the tempter or the tempted.

I think he is a poor man, and that is in his favour. He is an old offender, and was sentenced I think on the 2nd of this month to three months' hard labour for returning from banishment.

His Worship, sentenced defendant to two months' hard labour on conviction of the charge of aiding and abetting the other convict to escape. The latter had appeared before the Court last week, when he was found guilty on the major offence and sentenced.

COLONY'S CREDIT BALANCE.

APRIL FIGURES SHOW A FURTHER INCREASE.

The Colony's finances continue to show an improvement, as is indicated by the fact that the credit balance at the end of April was no less than \$10,364,756, compared with \$10,303,441 at the end of March.

The revenue for April, was \$2,133,332 as against \$1,977,242 for the same month last year; whilst the respective expenditure figures were \$2,072,017 and \$2,088,917.

Revenue for the first four months of the year totalled \$8,140,191, compared with \$7,784,497 for the same period in 1928, whilst expenditure was \$5,867,058, as against \$6,412,766 a year ago.

GERMAN MINE MISHAP.

SIXTEEN KILLED IN BIG EXPLOSION.

Berlin, Aug. 16. Sixteen miners were killed this morning in a coal-damp explosion, which occurred in a mine near Kattowitz in Upper Silesia.—Reuter.

OCCASIONAL RAIN.

The Royal Observatory reports that pressure is highest near the Bonins and relatively low over South China. Depressions are situated over Korea and to the east of Hokkaido. The forecast till noon to-morrow is:—South-west winds, moderate; cloudy; occasional rain.

S. AFRICAN BANK RATE.

Pretoria, Aug. 16. The South African Federal Reserve Bank to-day raised its discount rate from 5 1/2 per cent. to 6 per cent.—Reuter.

Russian troops are not acting under Moscow instructions. The Chinese Foreign Minister adds that the Russian Government will have to assume full responsibility for all damage done in Chinese cities as the result of bombardments.

Mukden Orders.

Mukden, Aug. 16. On learning of the Russian occupation of Chinese territory near Manchuria, Chang Hsueh-liang ordered (Continued on Page 7.)

MORE SOLDIERS IN TROUBLE.

FURTHER THEFTS OF JEWELLERY.

SPOILING REPUTATION OF FINE REGIMENT.

9-MONTHS SENTENCE.

Yet another case in which British soldiers are involved, came before Mr. E. W. Hamilton at the Central Police Court this morning, when Privates James Bull and William Vine, of the Somerset Light Infantry, were charged with stealing four gold wrist watches, valued at \$38, and two gold rings, valued at \$10, from two shops at Wanchai last night.

The Magistrate:—Do you plead guilty or not guilty?

The accused (simultaneously):—Guilty, your Worship.

His Worship:—Do you wish to make a statement?

No Money For Tea.

Private Vine:—Your Worship, I only draw \$3 a week, and out of that I have to pay for the cleaning of my equipment and tackle. I have no money left, even for a cup of tea or anything else.

His Worship:—And what do say, Private Bull?

Private Bull:—The same, your Worship.

His Worship:—Do you wish to get out of the Army?

Private Vine:—No your Worship.

The Magistrate:—You have brought this on your heads. You are letting down your regiment.

The Facts Outlined.

In detailing the facts connected with the offences, Inspector Macdonald, of the Wanchai Station, said that the thefts occurred on two distinct and separate occasions. The accused went into the shop of T. Aral, a Japanese watchmaker, at No. 17, Praya East, where they asked to be shown a number of watches. Each man having selected two gold wrist watches, they ran out of the shop.

There being no other persons in the shop, and being unwilling to leave it to take care of itself, the proprietor did not follow the two escaping soldiers. This happened at 8.30 p.m.

An hour later, the two soldiers went to Arsenal Street, and entered the Tsang Shing curio store. There they inspected two gold finger rings, and having each put one over his finger, both men ran out of the shop.

Both Arrested.

A Chinese in the shop raised a hue-and-cry, and while turning round the corner, the two soldiers were intercepted by a constable. A military police patrol at that moment came up, and assisted in taking the two men to the local Police Station.

The Magistrate (to the accused):—It seems that you have committed not only one robbery, but two robberies. "You must have known what happened on Thursday morning, in this Court, when two men from your Regiment were brought before me for a similar offence. In spite of that, you have done exactly the same thing. You have pleaded guilty, but there are two entirely separate charges.

The Sentences.

"You will both go to prison with six months' hard labour on the first charge. On the second charge, I sentence you to three months' hard labour. Both sentences to be served consecutively, that is nine months in all.

"I understand that your Colonel will not apply for your discharge from military service after you have finished your sentence. I know your tricks perfectly well. You broke into the shop with the idea of being sent home. I understand that the military authorities will not do that.

"As long as I sit on the Bench, I shall see that these cases will be severely dealt with. Only a few of you are spoiling the reputation of a fine Regiment by doing this sort of thing. You need not expect any leniency from the Bench."

Bulls and Inners

From the Office Butts.

Competitors in the Flying Club crest contest should not indulge in flights of fancy.

Some of the heated arguments on reparations issues appear to have been snowed on.

Hongkong's Indian policemen appear to subsist largely on atta. Our atta boys!

With cumshaw whiskey and auto-trops, golfers who do the hole-in-one ought to razor thirst.

According to a news heading, an American has given \$50,000 for a bust. The high price of Prohibition?

A gentleman with an alleged arlesian well at Fushimi claims that he has struck oil, since it burns when fire is applied to it. The local police are making investigations to ascertain whether the gentleman has not bored into a local oil store.

Another illustration of the saying that truth is stranger than fiction—Buffaloes play billiards in Hongkong.

We read that the mechanical man has now been taught to talk. He'll no doubt soon be demanding a five-day week.

Some of our young bloods will never find life in Hongkong a trying time.

One thing about Cupid's darts, they often makes Mrs.

There's an argument proceeding in Shanghai as to whether motors there have reached the saturation point. The pedestrians, however, are more concerned with the application of the argument to the drivers.

We quite agree with the learned magistrate who pointed out that "judges and juries had before now tried murders, forgeries and the like without their competence being called into question on the score that they had to be murderers and forgers themselves." It would be very hard if the "beak" had to bark in order to be competent to administer the muzzling regulation.

People say these are trying days for one's health. Yes, even some of our spruce-looking young stenographers have their bad spells.

There's keener competition now at Crown land sales. That makes the upset price quite upsetting to some folk.

"Curious."—They call it the Mother Tongue because father never gets a chance.

Ten Aberdonians, sitting in the sun. A flapper selling flags appeared—

And then there were none.

The Chinese, charged with theft, who expected the Court to believe that he was merely chasing a cricket, must have thought the magistrate quite butty.

There's no such thing as time, says a scientist. Isn't there? Just ask the inmates of Victoria Gaol.

Rubber prams are now predicted. Just the thing for bouncing babies.

There are streets in which it's a crime. For hawkers at any old time. To let themselves go. And let people know. What goods can be bought for a dime.

Of such is the street known as Wyndham (A far better name would be Din-dom).

It's here hawkers reign. And all laws disdain—If only some policeman would wind 'em!

The reason why some people can't make ends meet is the increasing necessity for expensive luxuries.

Patience is a virtue—unless you're a motorist waiting for the red light to go off and the green to come on.

We understand that the local golfers who received bottles of whiskey for a rare feat at Shek-O have already made a hole in one.

[Lines inspired by the increasing difficulty experienced in securing information from the Water Office.]

In days when for water we yearned, Officials were greatly concerned To see that the Press Helped them out of the mess—At least till the corner was turned!

But now should a rainstorm occur, The self-same officials prefer, When seeing the Press, To say less and less—Just wait till drought troubles recur!

All too often, a man only becomes an ideal husband the day his wife becomes a widow.

When we hear some Kowloon wives talk, we know why their husbands are outspoken.

One way of making a dollar go a long way is to invest it in a golf ball.

"Depressed."—Be a live wire; then you won't be stepped on.

Thus the China Mail—"Jean Cochet, one of the tennis 'Big Four' of France, passed through the Colony on Saturday on the s.s. President Wilson, bound for Manila." Except that his Christian name is Henri and that he wasn't aboard the steamer named, the item is quite correct.

Under the heading "Motor Notes" the Daily Press gave a report of the Welsh National Eisteddfod! We understand that it was conducted by Sedan Godfrey.

In the Government lawn bowls competition, Mr. Ralph's Department were beaten by the F.W.D. That shows what education will do.

In its report of the official landing of Vice-Admiral Mowat, the China Mail referred to the French Consul General as Mons. M. G. Dufoure du la Prade. You see the difference between the local papers!

[When a Pressman called at the Water Office after Monday's heavy rains he was informed that no figures could be given beyond those supplied once a week.]

Said the Water Statistician:

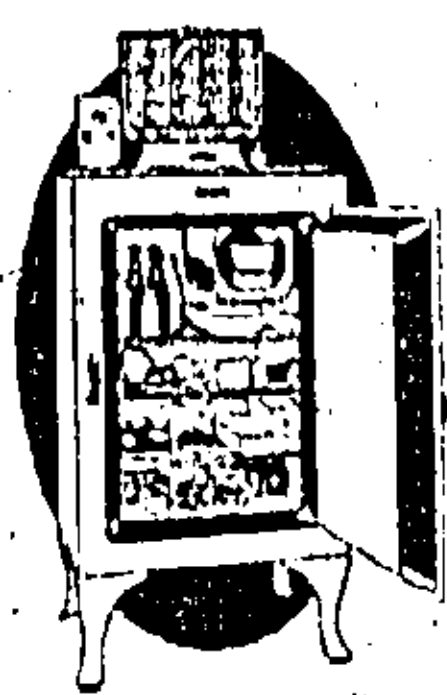
"Oh, yes, 'The water in store you must guess; 'To tell you each day 'I'd turn my hair grey—'But I'll try once a week, more or less."

One of these days some fellow is going to hurl himself into immortal fame by reaching his 95th birthday and telling reporters he knows nothing about practically everything.

"Kruger Said to be Cleared," says a Manila newspaper heading. Surely they're not still debating the Boer War down there?

"Eve."—No, we don't favour hockey for girls. It's apt to make them too handy with the rolling-pin after marriage.

If, as a writer in the S. C. M. Post suggests, twin screws are unsuitable on the new Cheung Chau Ferry, what about swopping it with the Kau Sing? Then perhaps everybody will be happy.



Over 300,000 users
and they have not
spent a cent on
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HERMETICALLY SEALED AGAINST DIRT, AIR
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The few moving parts of its simple mechanism
operate in a permanent bath of oil, hermetically
enclosed in a steel drum, safe from harmful
dust, dirt, air and moisture. This construction
also discourages well-meaning amateur tinkers.

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CORRESPONDENCE.

Corruption.

[To The Editor of Hongkong
Telegraph.]

Sir,—The indignation expressed by Mr. Somerset Pittroy in the case reported in last evening's paper when a European Sergeant was convicted of bribery must be echoed by all right thinking members of the community. It came as a terrible shock to me as I have always approved friends who have from time to time suggested that this sort of thing might be going on in our local police force. They will now be able to turn to me and say "I told you so" and this expression not being a criminal offence (it certainly ought to be) I shall have to be content to take out my teeth and mumble my anger away. It might be a good idea if the Captain Superintendent of Police had printed in Chinese and distributed amongst the less educated classes the procedure to be adopted in case money is demanded from them by those in authority although I sincerely hope that the case in question is an isolated one.—Yours, etc.,

HONI SOIT QUI MAL Y PENSE.

The Cheung Chau Ferry.

Sir,—Yesterday, August 15, I read an article in the S. C. M. Post, the latter paragraph of which stated that the new motor ferry, "the M/V Sun Chau running to Cheung Chau Island was comfortable and satisfactory and only took 50 minutes to make the trip." I was delighted to-day, August 16, to read that a "Regular Resident" contradicted that statement.

I have stayed at Cheung Chau previously and am staying there now. Would you be kind enough to let me give you a few instances of this ferry being later than her scheduled times.

Tuesday, Aug. 6, due to arrive at Hongkong at 8.30 a.m., arrived at 8.55 a.m.

Tuesday, Aug. 13, due to arrive at Hongkong at 8.30 a.m., arrived at 8.42 a.m.

Tuesday, Aug. 13, due to arrive at Cheung Chau at 6.20 p.m., arrived at 6.38 p.m.

Wednesday, Aug. 14, due to arrive at Hongkong at 8.30 a.m., arrived at 8.41 a.m.

Wednesday, Aug. 14, due to arrive at Cheung Chau at 6.20 p.m., arrived at 6.32 p.m.

Thursday, Aug. 15, due to arrive at Hongkong at 8.30 a.m., arrived at 8.44 a.m.

Thursday, Aug. 15, due to arrive at Cheung Chau at 6.20 p.m., arrived at 6.34 p.m.

Friday, Aug. 16, due to arrive at Hongkong at 8.30 a.m., arrived at 8.42 a.m.

These times are given from the moment the ferry leaves the pier till the moment she comes alongside at her destination. Usually more time is taken to make her fast and secure the gangway. On one such occasion twenty minutes were taken.

This morning twelve minutes were necessary to back her out of the harbour of Cheung Chau, and on one trip (the date I have forgotten) twenty minutes were so occupied.

The whole service seems to be run in a most haphazard manner and the vessel's complement appears to receive little or no supervision.

I am unable to reside permanently at Cheung Chau chiefly on account of this poor ferry service and I feel sure there are many others who feel as I do.

The cabins on the first class deck are usually occupied by insubstantial semi-dormant individuals who stretch full length on the benches, who, though they might win high honours at an "Expectoration Contest" and take first prize at a "Nose Blowing Handicap," are not congenial fellow passengers.

In wet weather the cabins being so occupied, it is sometimes with difficulty that European ladies can find shelter therein.

The men at the wheel appear to have no idea of time. The other

JURISDICTION HITCH.

THE BRITISH WIFE OF A SHANGHAI AMERICAN.

Shanghai, Aug. 16.
The British Court declines to accept jurisdiction in the case of Mrs. G. M. Neal, the British-born wife of an American, who is summoned on a charge of traffic violation, the Court holding that she is no longer a British subject after marrying an American; while under the American laws she retains her British nationality, and therefore cannot have a hearing in the American court.

The traffic authorities intend proceeding in the Provisional Court, although it is a trivial offence of parking in a prohibited district.—Our Own Correspondent.

Evening as we were four minutes late in leaving Hongkong, a European gentleman left his seat and went to the wheel-house to enquire "What thing" and found two of the coxswains just leaning over the side talking and perfectly oblivious to the time. After his remonstrance, they gave the engine room the "Stand by" and we eventually got off.

This Ferry Company is a public utility company just as much as the Peak Tramway Company and the Star Ferry Company and should be as efficiently supervised and run. Notice ordering passengers not to spit or put their feet on the benches should be prominently displayed. No person whose dress or effects is likely to cause inconvenience to other passengers should be allowed on the first class deck. The crew should be properly supervised and in place of the unhygienic individual who issues one with a ticket and the still worse looking assistant who comes five minutes later to take it away again, there should be a properly uniformed conductor to do the job.

At the Cheung Chau Pier the police keep good order and do not allow loafers to obstruct the landing of passengers, but at the Hongkong landing no order is maintained and as soon as the vessel comes alongside she is boarded by a swarm of coolies who climb over the rails and the pier is crowded with hawkers, baggage and other hangers-on.

Some few years ago the old ferry was pirated and from then till a few months or so ago she was griddled and well guarded by Indians. On this new Sun Chau no contra-plate measures appear to have been adopted and although I hope it is highly improbable, it would not be impossible to carry out a similar coup again.

The vessel as a Ferry I have nothing to say against, she can do her trip on scheduled time but for some reason or other she never does. She is well built and should, if properly run, give satisfaction for some time to come. But what I do emphasise is that the proper authorities might enquire into the conditions of the Ferry Company's license and insist that she is run on modern, efficient and sanitary lines so that an ordinary passenger who pays his fare can travel in ordinary comfort.

My complaints may appear petty, but I am certain that even Mr. Job of inexhaustible patience if he had been brought up to modern ideas of efficiency and were to become a twice daily traveller on that vessel would be turned into the world's loudest grouser. It is the people who are the regular passengers whom I look to to bear me out, as they are the ones who are constantly experiencing these annoyances.

People may say we will get a better service when there are more permanent residents, but would-be residents say they will not come till there is a better service and as the much heralded M/V Sun Chau is slipping back into the slovenly ways of her predecessors we look like getting neither one nor the other.

Thanking you, Mr. Editor, for all this space.—Yours, etc.,
LEGITIMATE COMPLAINANT.

RADIO BROADCAST.

THE LOCAL PROGRAMME FOR TO-DAY.

Broadcast by Z.B.W. on 350 metres, 5.30-6.30 p.m. Programme of Chinese music, (Shophone Records supplied through the courtesy of Messrs. Shophone Co., Ltd.).

7.45 p.m. Evening weather report. 8 p.m. Evening programme, (Co. Jumbin Records supplied through the courtesy of Messrs. Anderson Music Co., Ltd.).

"The Vagabond King," (Friml), Selection. Percival Mackey's Band. Dance music.

8.45 p.m. "How Do You Do?" (A Miniature Revue in 2 Acts), With Emmy Joyce, Billy Leonard, Mark Daly, John Thorne and Company. Dance music.

9.30 p.m. "The Gondoliers," Vocal Gens, Columbia Light Opera Company. "Ariadne's Holiday," "Neapolitan Nights," Victor Salon Orchestra.

10.15 p.m. "Ballet Egyptian," (Luigini), Orchestre Symphonique de Paris. 10.30 p.m. Close down.

To-morrow's Programme.

The following programme will be broadcast to-morrow from the Government Broadcasting Station Z.B.W. on 350 metres.

1.45 p.m. Weather report. 5.55 p.m. Evening Service relayed from St. John's Cathedral.

7.45 p.m. Evening weather report. 8 p.m. Evening programme H. M. V. Records supplied through the courtesy of Messrs. S. Moutrie and Co., Ltd.).

"The Gipsy Baron," (Strauss), Ferd. Kauffman and His Orchestra. "The Lass with the Delicate Air," "By the Waters of Minnetonka,"

"Faust," (Gounod), Ballet Music. Royal Opera Orch., Covent Garden. "The Girl Friend," (Rodgers),

Selection, Savoy Orpheans. "Hear Ye, Israel," (Mendelssohn), Boy Soprano, Master E. Lough.

"Spanish Dance, No. 1," "Spanish Serenade," H.M.V. New Light Symphony Orch. "Angelic Serenade," (Braga),

"Canzonetta," (D'Ambrosio), Violin Solo, Marjorie Hayward. "Bird of Love Divine,"

"Valley of Laughter," Soprano, Mavis Bennett. "Hit the Deck," (Youmans),

Vocal Gens, H.M.V. Light Opera Company. "Travellers All of Every Station," "The Kerry Dance,"

Bass-Baritone, Peter Dawson. "For all the Saints,"

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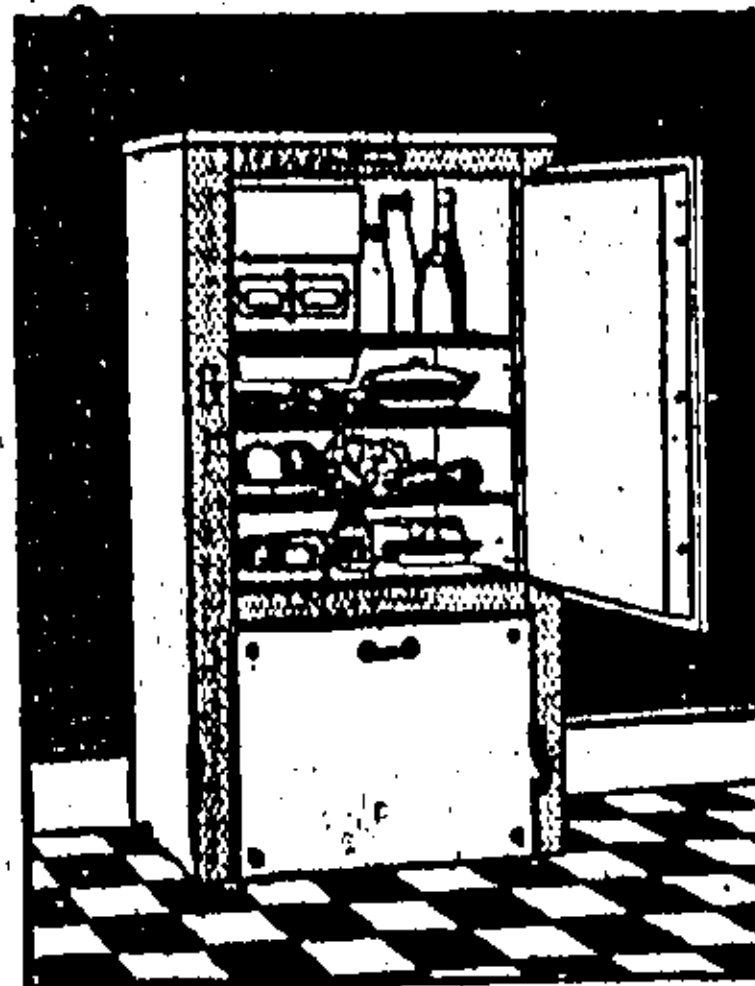
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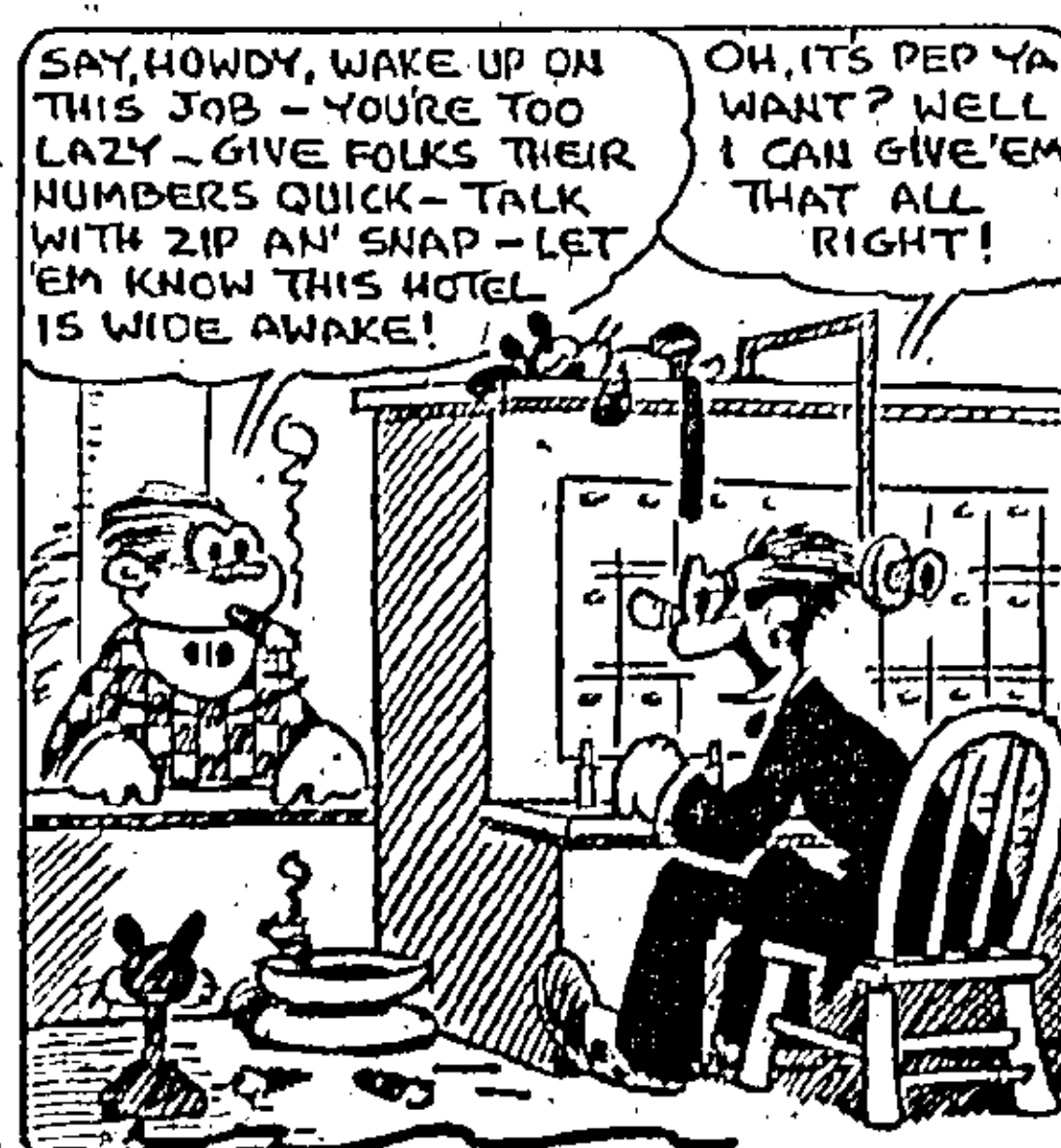
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EXTRADITION PROCEEDINGS
AT MAGISTRACY.

Extradition proceedings were commenced before Mr. E. W. Hamilton at the Central Magistracy yesterday afternoon on an application by the Kwangtung authorities for the surrender of Yu Kee, charged with the murder by shooting of two Village Volunteers.

For the Crown, Mr. L. R. Andrews said that the fugitive was accused of the murder, on August 23 of last year, of Lo Ng-fook and Lo Kee-seng, two members of the Volunteer Corps established for the protection of villages and for the preservation of law and order on market days at the various townships of Shantak district.

The murder was supposed to have taken place at Kongmashek, near the Santong Railway Station, on a day which happened to be market-day. With seven other Volunteers, the two deceased were acting as a guard in a market at the market-place. About 25 feet away from them, there was a second market in which was the accused, and about nine other men, his associates, who were either standing or moving about.

The duties of the Volunteers, or *man tuen* as they are termed, were just to lend their presence as a sort of security for the crowds visiting the marketplace, and to keep a look-out for suspicious characters.

While these Volunteers were in the market, the fugitive and two other men came out of their market and fired point-blank at Lo Ng-fook and Lo Kee-seng, who were killed.

Flight of Volunteers.

The Volunteers, continued Mr. Andrews, did not cut a very fine figure, unfortunately. They were in a panic, and after exchanging one or two shots, flung their arms down and bolted. Subsequently, they organized a raid with reinforcements, and endeavored to capture the fugitive and his associates, but they had cleared out of the neighbourhood.

The next heard of the fugitive was at Kowloon City, that being quite recently, on June 28 last. There he played an unattractive part, as guest of some old friends, it seemed, of his. He invited himself to stay with them, out-stayed his welcome and did not bother to do anything. He refused to work, did nothing to assist and was anything but a popular guest.

Then it occurred to his host to go to Canton where he reported the matter to the police, saying he was suspicious of the fugitive. Through his report to the Canton

police, the fugitive was arrested on June 28.

Mr. Andrews added that three witnesses would be called to testify to the actual shooting. They came from the same locality, if not from the same village.

Mr. Hamilton: I gather that these three were in the rear of the market, whilst the two were shot in the front?

Mr. Andrews: They did not fly to the rear. They flew further than that; they bolted.

Arrested at Kowloon City.

Evidence of the arrest of the defendant at No. 28, Nam To Mei, in Kowloon City, was given by a Chinese detective, who said that he was accompanied by the informer at the raid.

Chief Detective Inspector Reynolds gave formal testimony regarding the arrest and charging of the fugitive at the Central Police Station.

Speaking of the identification parade held at the Central Police Station, at which the fugitive was picked out by a number of witnesses, A.S.D. Murphy said that of the nine people pressed into service, three had two gold-capped teeth apiece, while a fourth man had a solitary gold tooth. The introduction of so many gold teeth into the parade was impelled by the fact that the fugitive himself had gold-filled teeth.

Lo Lap, the first Chinese witness called, said that he had known the fugitive for 15 years. They had both lived in the Hop Lo Lang Village.

Recounting the facts connected with the shooting affray, witness said that with other members of their *man tuen*, he was keeping watch over the highway at Pun Ngau Shek, near the Santong Railway Station. Opposite their market was a stall, where the fugitive was taking tea, with a number of others.

Suddenly drawing a short fire arm, the fugitive fired in their direction, killing two of the *man tuen*.

Asked why the fugitive should do that, witness replied that the fugitive and his associates were bandits, and they wanted to kill the *man tuen* and take their arms.

Continuing, witness said: Our own arms were practically useless, so we discarded them and ran away. I returned to the village and summoned a hundred men as reinforcements. I took them back to the scene of the shooting, but the bandits had bolted, leaving the bodies of the two *man tuen* on the roadway. One of the two men killed was our Commander, and the other was a member of our Squad.

The hearing was adjourned until Monday.

VISITING SAILORS.

LADY CLEMENTI'S THOUGHT
FOR THEIR ENTERTAINMENT.

It was a kind thought on the part of Lady Clementi that prompted her to enquire of Rear-Admiral Mougel, at Government House, on Thursday, as to how the men of the flagship Waldeck-Rousseau spent their time in Hongkong.

As a result of the conversation that ensued, her Ladyship personally visited the Naval and Military Y.M.C.A. last evening to see that the visiting sailors were well entertained and would be quite happy during their stay here.

An impromptu dance was held in the rooms, card parties were organized, and Lady Clementi joined in the festivities with a will. When a representative of the Press arrived, he found her Ladyship taking a hand at cards with a group of smiling sailors, who obviously appreciated the kindness of their distinguished visitor. Later, Lady Clementi took part in the dancing.

Other ladies who attended the function were, Mesdames A. T. Hamilton, L. C. F. Bellamy, J. P. Sherry and Black, Madame Rollin, and Mdlle. Passione. Mr. True, of the Hongkong and Shanghai Bank, was honorary pianist for the evening.

DAYLIGHT ROBBERY.

WOMEN & CHILDREN GAGGED
AND BOUND.

Armed with a revolver and daggers, three men gained admittance to No. 16, Tai Shek Street, 2nd floor, at three o'clock yesterday afternoon, where they committed a robbery.

According to the principal tenant, Yeung Sze, a married woman of 37, there were two women and six children in the premises at the time. Suddenly three men appeared at their cubicle, one armed with a revolver and the others having daggers.

Threatening to kill the inmates if they made a noise, the robbers searched the house, after binding the women and gagging them with towels and paper. The robbers went to the extent also of binding the children.

The men broke open a drawer from which they took \$160 in Hongkong bank notes. They stayed about half an hour, collecting money, jewellery and clothing to the value of \$324.80, and eventually made off in the direction of Holy Cross Path.

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374, 376, 381, 385, 411, 426, 427, 443, 445
455, 461, 462, 465, 474, 476, 486, 505, 512,
546, 547.

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FOR SALE.—Ladies' Crepe de
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have established our office and showroom at the
above address.

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latest models has just arrived, and we cordially
invite inspection of same.

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K. H. Ow Young,
Secretary.

15th August, 1929.

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New Advertisements

NOTICE.

We beg to notify the Public
that we have been appointed by
Messrs. CARRY & DANIEL of
Calcutta, SOLE AGENTS in Hong-
kong and China, for GUZDARS
KAJORA COAL CO., Calcutta.
PATELL & GHADIALI,
Sole Agents for
GUZDAR KAJORA COAL CO.
Hongkong, 7th August, 1929.

CHURCH NOTICES.

To-morrow the Twelfth
Sunday After Trinity.

LOCAL SERVICES.

St. John's Cathedral, Hong Kong.
August, 18th, 1929. Twelfth
Sunday after Trinity. Holy
Communion, 8 a.m. Holy Com-
munion at Peak Church, 8 a.m.
Children's Service, 10 a.m.
Sunday School, School, 10 a.m.
Mornings, 11 a.m. Preacher: Rev.
H. V. Koop. Holy Communion,
12 noon. Evensong, 6 p.m.
Preacher: The Dean.

Union Church, Kennedy Road,
Hong Kong, Sunday, August, 18th
1929. Sunday School, 10 a.m.
Morning Service, 11 a.m.
Preacher: Rev. F. C. Young.
Hymns, 160, 777, 75, 552.
Evening Service at 6 p.m.
Preacher: Rev. F. C. Young.
Hymns, 676, 183, 450, 567.

First Church of Christ Scientist,
Macdonnell Road, below Bowen
Road Tram Station. Sunday
Services, 11.15 a.m. Subject
"Soul". The Sunday School
is held on Sunday Mornings, at
10 o'clock. Wednesday Evening
Meeting at 5.30 p.m. Reading
Room at above address open
Tuesday and Friday, 10 a.m. to
12 noon. Monday and Thursday,
5.30 to 7 p.m. The Public is
cordially invited to attend the
service and visit the Reading
Room. Branch of The Mother
Church. The First Church of
Christ Scientist, in Boston,
Mass., U.S.A.

The Hongkong Wesleyan Metho-
dist Church, Sunday Services
Morning 10.15 a.m. Preacher:
Rev. J. Foster Subject, "A
Mother at the Cross" Evening 6
p.m. Preacher: Rev. J. Foster
Subject, "Christ and the Com-
munion of Life." Sailors and
Soldiers Home, Sunday 3 p.m.,
Men's Bible Class, Sunday 8.15
p.m., Service Men's Hour,
Wednesday 8.30 p.m., United
Fellowship Meeting.

NOTICE.

The Russian Cultural Association
beg to announce that High Mass
will be conducted by the R.
Rev. Bishop Methodius from 10
a.m. to 12 noon, on Sunday the
18th, inst. at the premises of
the Young Men's Christian
Association, Salisbury Road,
Kowloon.

KOWLOON CRICKET
(CLUB).CONCERT
BY
THE FULL BAND
SOMERSET LIGHT
INFANTRY

(By kind permission of Lieut-Col.
C. H. Little, D.S.O., & Officers).

SATURDAY, Aug. 17th.
AT 9.15 P.M.

Admission One Dollar.
Serv'ce Men in Uniform 50 cts.

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Vapor Moisture Gas Saver and Car-
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WAY.

Another great American film-
producing firm, Famous Players-
Lasky, has decided to allow one of
its talking pictures to be exhibited
by means of British machines.
Jury-Metro-Goldwyn recently
made a similar decision, and the
restrictions imposed by American
producers of talking films or
American manufacturers of talk-
film apparatus, particularly the
Western Electric company, are gra-
dually breaking down.
Until recently great difficulties
were placed in the way of cinema
exhibitors who, having installed
one type of talk-film machinery,
desired to show talk-films made on
some other system.
It appeared that something like
a monopoly was being created, not
only by Western Electric in re-
fusing to allow films made on other
devices to run over their appa-
ratus, but also by the big American
film producing companies as a
whole.

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MR. WHITE'S "SECRET."
CLAIM AGAINST MR. JOEL
SETTLED.

A settlement was reached after a
consultation lasting 11 hours of the
action arising out of the sale of the
site of Meux's Brewery, Tottenham
Court-road, London, to a syndicate
promoted by the late Mr. James
White.

The plaintiff was Mr. Frederick
Alfred Tomlinson, of Colwyn Bay,
Denbighshire, a member of the firm
of C. Tattersall and Co., brokers, of
Manchester, and the defendants
were Mr. Solomon B. Joel, Messrs.
Barnato Brothers, of Austin Friars,
E. C. the Beecham Trust, Ltd. (in
liquidation), Mrs. Doris White,
widow of Mr. James White, Mrs.
Agnes Hickley (these two are the
administrators of the late Mr.
White's estate), and others.

Mr. Tomlinson asked for a de-
claration that the Beecham Trust,
Ltd., were trustees for him and
other members of the syndicate for
the purchase of the site. He also
asked for a declaration that £75,000,
alleged to have been received by
the late Mr. James White and Mr.
Solomon B. Joel or Barnato
Brothers was a secret profit, for
which they ought to account.

The principal defendants denied
that there was anything wrong in
the arrangement that was made. A
sum of £37,500 paid to Mr. White,
they said, was purely commission
on the sale, paid by the vendors
(Barnato Brothers), and there was
no secret profit.

A Dual Position.
Mr. Wilfrid Greene, K.C. (for Mr.
S. B. Joel) said that Messrs.
Barnato Brothers adhered to
the view that the price they were
to receive for the site was £512,500
net. When Mr. White went to them
he had not formed his syndicate and
he was not an agent for anybody.
He put himself forward as willing
to find a purchaser for the site if
they would pay him a commission
for doing so.

An agreement to that effect was
come to. Afterwards Mr. White
entered into a dual position. He
formed a syndicate for which he be-
came a trustee. It was his clear
duty to disclose to the syndicate the
arrangement he had made with
Messrs. Barnato Brothers.

Whether it was the duty of
Messrs. Barnato Brothers to take
steps to disclose it to the syndicate
was a matter on which different
views were held. They took the
view that it was not their duty, but
they did not want the syndicate to
suffer from that matter and had ac-
cordingly agreed to pay a sum into
the pool. The proceeds of the sale
of the site, were among the assets
of the pool, and the pool would be
dealt with in a manner satisfactory
to all parties.

Certain Allegations.
Mr. Gavin Simonds, K.C., for the
Parent Trust and Finance Co., Ltd.,
said certain allegations had been
made against them. It was suggest-
ed that they had knowledge which
was not possessed by other members
of the syndicate, and there was a
charge in respect to their contract
to purchase the site.

"They are, and have been, willing
to stand in exactly the same posi-
tion as the other members," said
Mr. Simonds.
"Therefore they give up—whether
bound to do so or not—whatever
advantage they might have obtained
by their contract. The contract for
the sale of the site was the subject
of a counter-claim. I am content
that the counter-claim should be
dismissed and all proceedings stay-
ed."

The proceedings were then stayed
on terms agreed.

POST OFFICE NOTICE

It is notified for general information that the Siberian mails dis-
patched from Hongkong by the s.s. Hakozaki Maru on 6th July and those
dispatched by the Empress of Asia on 10th July were returned from
Hankin to Moulton and reforwarded by the latter office to Japan on 24th
July for transmission via the Pacific route. The mails forwarded by the
s.s. Aldington Court on 12th July were reforwarded by Moulton to
Japan on 23rd July for transmission via the Pacific route. The mails
forwarded by the s.s. President Taft on 15th July and the s.s. Chenonceaux
on 16th July were reforwarded from Shanghai on 20th July per s.s.
Idemeneus via Suez. The mails forwarded by the s.s. Orestes on 18th
July were reforwarded from Shanghai via Japan and U.S.A. per s.s. Africa
Maru on 23rd July.

All outstanding mails from London via Siberia have now been re-
ceived except that of 16th July. London ceased closing Siberian mails
for Hongkong on that date.
No correspondence is being forwarded via Siberia even if super-
scribed "via Vladivostok" except for destinations in Russia.

INWARD MAILS.

From	Per	Date
Shanghai and Amoy	Kanchow	August 17.
Shanghai	Kidderpore	August 17.
U.S.A. (Seattle 27th July), Canada, Japan and Shanghai. (Ship due 10th 7 p.m.)	Pres. Madison	August 17.
Shanghai and Swatow	Sun Ning	August 17.
Manila	Empress of Russia	August 18.
Straits	Haruna Maru	August 18.
Manila	Sheaf Mount	August 19.
Japan	President Cleveland	August 20.
Australia and Manila	Kaga Maru	August 20.
Straits and London. Parcels only (London 18th July).	Taigo Maru	August 22.
Canada, (Victoria B. C. 8th August), U.S.A., Japan and Shanghai	Hector	August 22.
	Emp. of Asia	August 23.

OUTWARD MAILS.

Registered and Parcel Mails are closed 15 minutes earlier than the
time given below unless otherwise stated, and where mails are advertised
to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m.
on the previous day.

For	Per	Date and Time.
Dulny	Yingchow	Sat., Aug. 17, 1.30 p.m.
Saigon	Helkon	Sat., Aug. 17, 2.30 p.m.
Amoy	Newchwang	Sat., Aug. 17, 3.30 p.m.
Saigon	Golden Star	Sat., Aug. 17, 4 p.m.
Manila	Pres. Madison	Sat., Aug. 17, 4.30 p.m.
Hohow and Bangkok	Bintang	Sat., Aug. 17, 5 p.m.
Manila	Pennsylvania	Sun., Aug. 18, 9 a.m.
Bangkok via Swatow	Kulgan	Sun., Aug. 18, 9 a.m.
Swatow, Amoy and Formosa	Canton Maru	Sun., Aug. 18, 9 a.m.
Japan	Bokuyo Maru	Mon., Aug. 19, 10.30 a.m.
Shanghai	Haruna Maru	Mon., Aug. 19, 10.30 a.m.
Straits and Calcutta	Yuensang	Mon., Aug. 19, Letters 11 noon.
Swatow	Hydrangea	Mon., Aug. 19, 2.30 p.m.
Swatow and Amoy	Antung	Mon., Aug. 19, 3.30 p.m.
*Japan, *Canada, *U.S.A., *Central and *South America and *Europe via Victoria, B.C.	President Cleveland	Mon., Aug. 19 Parcels 3 p.m. Registration 4.15 p.m. Letters 5 p.m. (Due Victoria, B.C., 9th Sept.)
Shanghai	President Cleveland	Mon., Aug. 19, Registration 5 p.m. Letters 6 p.m.
Manila, Australia and New Zealand via Thursday Island	Change	Tues., Aug. 20 Parcels Aug. 19, 5 p.m. Registration Aug. 20, 9.45 a.m. Letters 10.30 a.m. (Due Thursday Island 31st Aug.)
Swatow, Amoy and Foochow	Hai Ning	Tues., Aug. 20, 2 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Egypt and Europe via Marseilles	Achilles	Tues., Aug. 20 K. P. O. Registration 1 p.m. Letters 1 p.m. G. P. O. Registration 1.45 p.m. Letters 2.30 p.m. (Due Marseilles 20th September).
*Shanghai, *Japan and Honolulu and *San Francisco	Tenyo Maru	Wed., Aug. 21, 8.30 a.m. (Due San Francisco 13th Sept.)
Manila, Australia and New Zealand via Thursday Island	Kaga Maru	Wed., Aug. 21, Registration 8.45 a.m. Letters 9.30 a.m. (Due Thursday Island 2nd Sept.)
Swatow	Kwongsang	Wed., Aug. 21, 10 a.m.
Shanghai, Japan, Canada, U.S.A., C. & S. America and *Europe via Vancouver, B.C.	Empress of Russia	Wed., Aug. 21 Parcels Aug. 20, 5 p.m. Registration Aug. 21, 9.15 a.m. Letters Aug. 21, 10 a.m. (Due Vancouver, B.C., 7th Sept.)
Japan	Tango Maru	Fri., Aug. 23, 9.30 a.m.
Swatow, Amoy and Foochow	Hoiyang	Fri., Aug. 23, 1 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marseilles	Hakozaki Maru	Sat., Aug. 24, K. P. O. Registration Aug. 23, 4.30 p.m. Letters Aug. 24, 9 a.m. G. P. O. Registration Aug. 24, 8.45 a.m. Letters Aug. 24, 9.30 a.m. (Due Marseilles 22nd September).
Japan, Canada, U.S.A., *Central and *South America and *Europe via Victoria, B.C.	Tyndareus	Sat., Aug. 24, Parcels Aug. 23, 5 p.m. Registration Aug. 24, 9.45 a.m. Letters 10.30 a.m. (Due Victoria, B.C., 17th Sept.)
Wei Hai Wei	Chip Shing	Sun., Aug. 25, 8.30 a.m.
Amoy and Japan	Kumang	Sun., Aug. 25, 8.30 a.m.
Nauru and Ocean Island	Apocay	Sun., Aug. 25, 9 a.m.
Saigon, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marseilles	Athos II	Tues., Aug. 27, K. P. O. Registration 10 a.m. Letters 1 p.m. G. P. O. Registration 12.45 p.m. Letters 1.30 p.m. (Due Marseilles 28th Sept.)
Manila	Emp. of Asia	Tues., Aug. 27, 3.30 p.m.
Swatow	Hopsang	Wed., Aug. 28, 10.30 a.m.

*Superscribed Correspondence only.

JUTE STRIKE ENDS.

TERMS OF THE SETTLEMENT
IN CALCUTTA.

Calcutta, Aug. 18.
The jute strike has been settled,
and work starts again on Monday.

The settlement is based on extra
pay, retrospective to July 1, for
an extra six hours' work, bringing
the hours up to sixty weekly.
There will be no victimisation,
and favourable consideration will
be given to the provision of
maternity benefit for women work-
ers.—Reuter.

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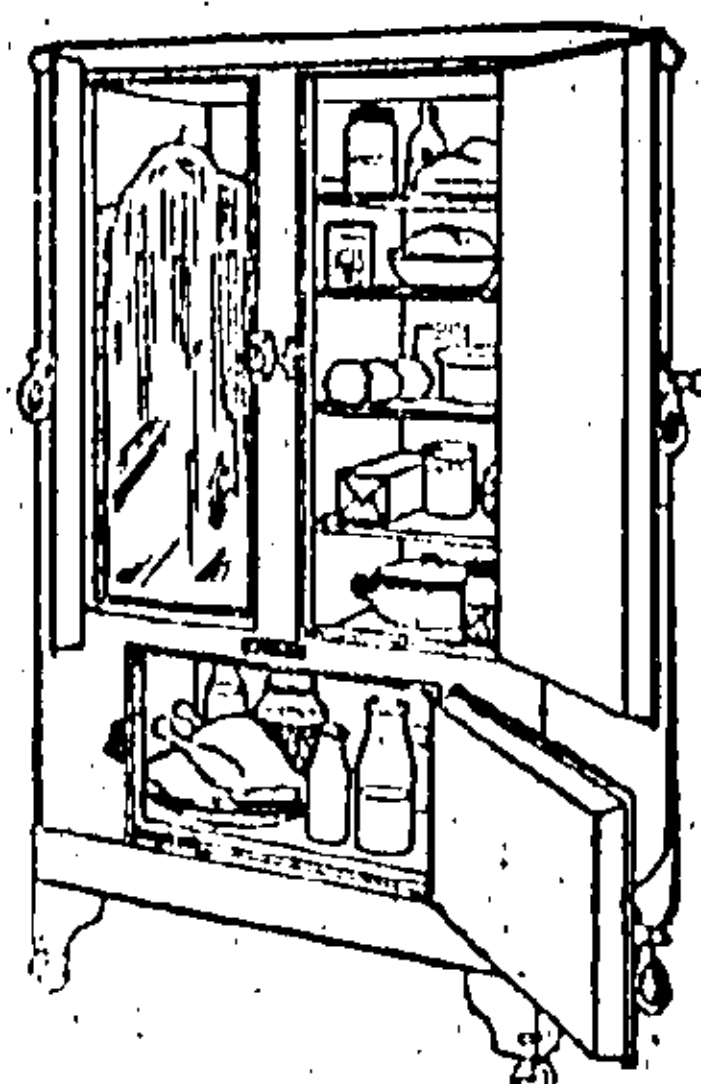
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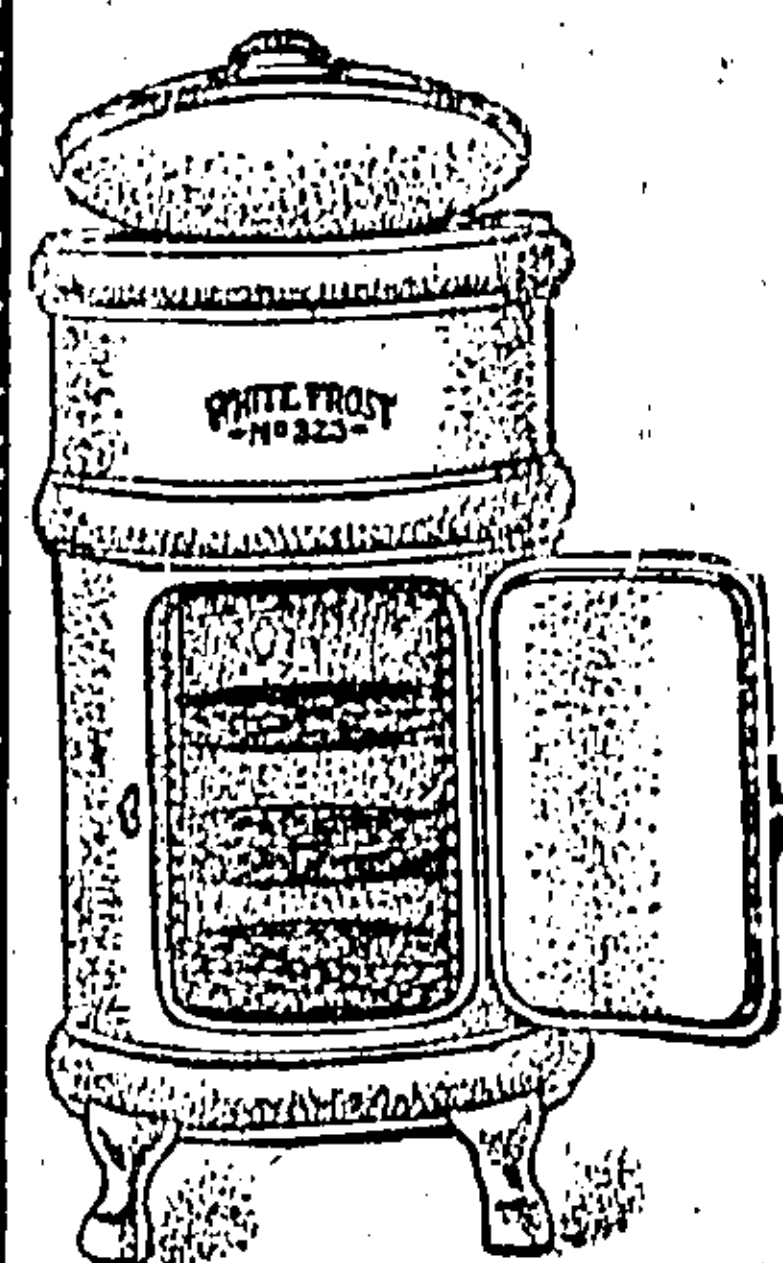
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WOMAN'S WORLD

FOR OUR LADY READERS.

For the Housewife.

CARE OF BEDS AND BEDDING.

The comfort of a bed depends largely upon the attention that is bestowed upon it. Daily care and occasional repairs will keep it in a good condition.

Most beds consist of a wire spring mattress, a pad to protect it, and a wool or hair overlay.

Cleaning the wire mattress is a simple matter as dust can easily be removed with a stiff brush or, better still, a vacuum cleaner. If, owing to neglect, rust appears, sweet oil rubbed on and left for forty-eight hours will usually remove it, but if it is badly rusted it is best painted with aluminium paint.

A spring mattress that sags should be tightened with a key, or, if in a bad condition, its life may be lengthened by the use of a mattress support. This consists of a frame bearing spiral springs which can be attached to the underside of the bed.

The protecting pad can be inexpensively made of hessian. If hemmed neatly and secured at each corner with tapes it is quite as efficient as a ready-made one. Newspapers folded several times are also quite effective.

A hair or wool mattress should be turned every day—one day from end to end and the next from side to side. If left arched on the bed for an hour it will be thoroughly aired. Dust should be brushed once a week from round the buttons and sides or removed with a vacuum cleaner.

Flock beds which are considered by some people to be uncomfortable can be kept free from bumps if attended to daily. Grasp the flock with the hands through the covering and pull apart.

Once every five years all mattresses and pillows should be cleaned. Stains can be removed with a mixture of fuller's-earth and water or starch and soap jelly. Apply the paste thickly, allow it to dry, and then brush off with a clean brush.

To clean a mattress, remove tapes and buttons, noting where they are to go when replaced. Open one side and remove the hair or wool to a bath containing a good soap lather. Squeeze it well in this until it is quite clean, then

Then and Now



OF COURSE — THE
OLD-FASHIONED GIRL
DIDN'T DO SUCH
A THING —



BUT TODAY —
THE MODERN GIRL
ROWS HER OWN!

Critical Children.

PARENTS SHOULD MOVE
WITH THE TIMES.

Although signs are not wanting that the world is at length beginning to grow accustomed to the ways of modern youth, one still occasionally comes across parents who have managed to put up a successful resistance to all attempts on the part of their children to treat them with anything less than the unquestioning deference and "respect" with which they, in their young days, treated their parents.

The maintaining of the old-time relationship may or may not be good for the young people involved, but there is another question which deserves to be asked oftener than it is. Is it good for the parents?

As a matter of fact, I do not believe that it is. Not long ago a very modern and vigorous young girl told me, as she might have told me of some serious handicap affecting a friend of hers, that "as a matter of fact she had one of those mothers whom you simply couldn't do anything with."

It was obvious that she considered that a mother should move with the times so far as her daughters were concerned.

And is it not true that in families, where the young people are not afraid to say what they think to their parents, the parents keep younger and more up-to-date than in those where they keep their old-fashioned pose of being above criticism?

Children, and young people generally, are merciless critics, whether they voice their views or not, and it seems to me that the parents who accept their criticism as they might that of their equals in age and status, are all the jollier and the better for it in the end.—C. B. In Exchange.

"silly," because not one woman in a thousand can touch her eyes skillfully, and nothing unskilled will add to your beauty.

Never forget the value of cold water applied round the eyes and over the eyes, when closed. I cannot emphasise it too much or too often. It is the best tonic and the best eye-brightener in the world—but must only be used when your eyes are well.

Very Chic.



This chic Spanish sailor, is of coarsely woven black straw with orange and red silk pompoms posed above and underneath the stiff little brim on each side.

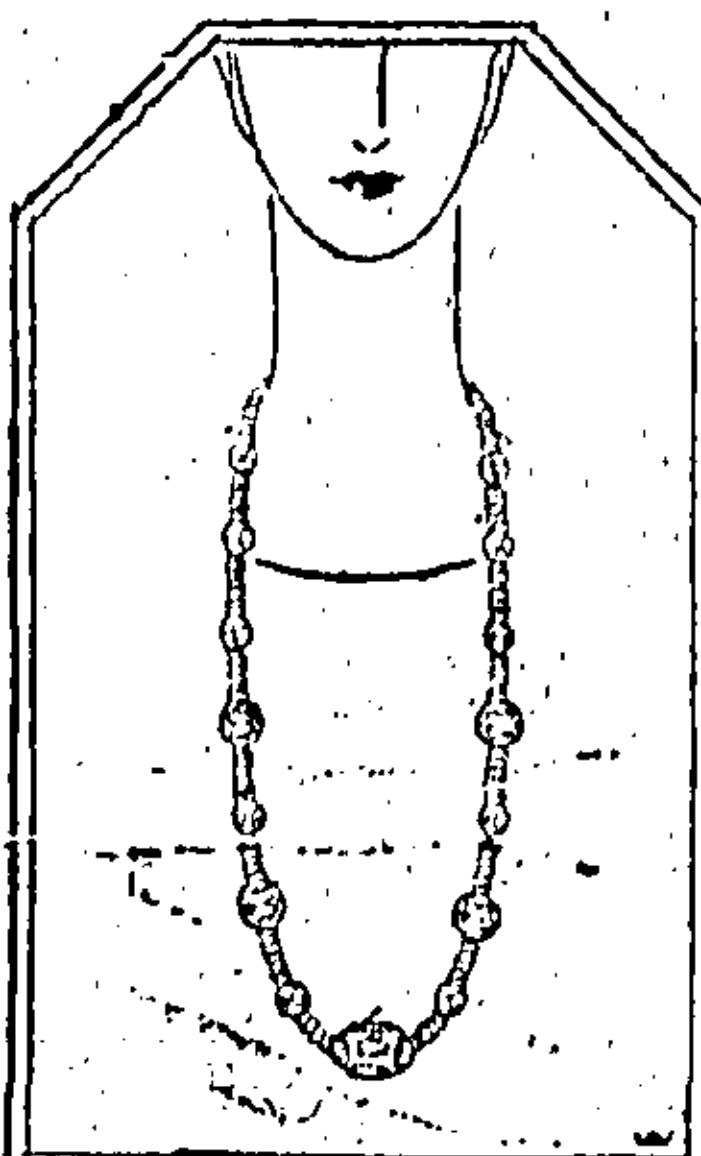
Beauty for the Eyes

[By Lady Nefish.]

If you wish to brighten your eyes drink orange juice. If you are tired and going to a party a small teaspoonful of salt volatile will sometimes work wonders with both your spirits and your eyes but do not take this unless very tired. Half an hour in a dark room and with a relaxed mind, followed by a cold eyebath, will do quite as much for you.

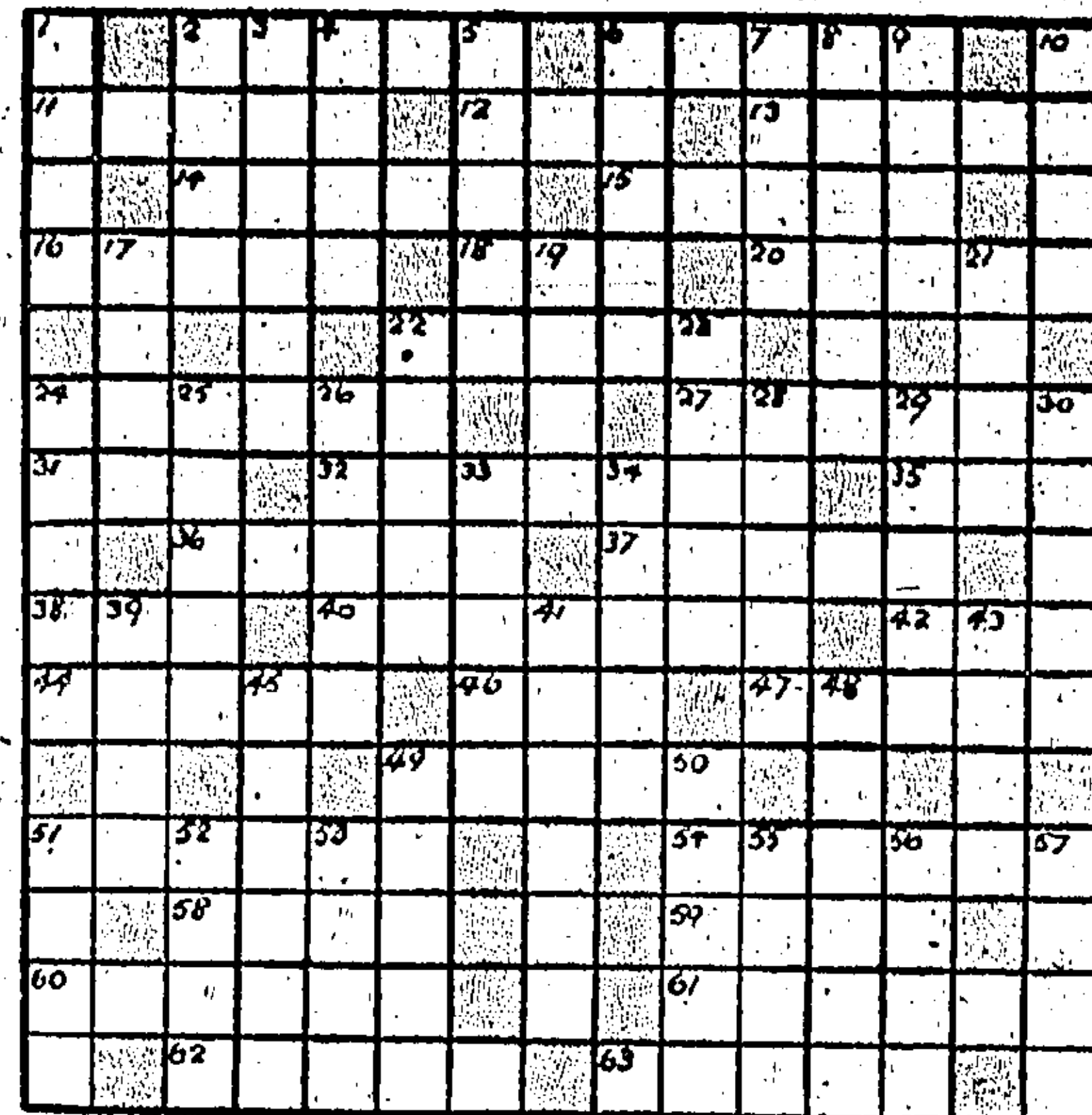
Never darken your eyes or your eyelashes unless you are an artist at making-up, or unless you are on the stage. It used to be considered "bad taste." Bad taste is more or less obsolete, but it is still

A New Necklace.



Large, carved wooden beads interspersed with smaller ones and carved roudelles in magenta, green, blue and grey fashion a colourful necklace from Paris.

OUR NEW BRITISH CROSSWORDS.



Across
2 Liquid.
6 Stakes collectively.
11 First.
12 Mischievous child.
13 The best.
14 Passenger vessel.
15 Gems.
16 Blockheads.
18 Secure.
20 Casts sly looks.
22 Animal.
24 Uncommon.
27 Adapt.
31 Marry.
32 Slender.
35 Born.
36 Giver.
37 Paragraphs.
38 Mineral.
40 Corrected.
42 Age.
44 Sort of tangle.
46 Observe.
47 Plots.
49 Employers.
51 Scattered.
54 Prate.
58 Dry.
59 Opposite of a-weather.
60 Struggle.
61 One who tans hides.
62 Peep.
63 Crowds.

17 Formerly.
19 Comfort.
21 Uncommon.
22 Kind of broom.
23 Palace.
24 Stoop.
25 Annexed.
26 Waterway.
28 Pipe.
29 Attack.
30 American State.
33 Squeeze.
34 Additional clause.
39 Deprived.
41 Sewing instrument.
43 Lively dance.
45 Unwilling.
48 Mean.
49 Beneath.
50 Say.
51 Abides.
52 Grate.
53 Strategem.
55 Pertaining to wings.
56 Factors of a thousand.
57 Goes astray.

Yesterday's Solution.

CARRY G C SECTE
ALICE DEVID FLOW
PANACEA DAYTIME
ORAL NICEER SEED
N M SNARE N E
TERSE N DOLTS
MODEL JOB BASIC
U CORONATED R
STRUT GIO SWEED
SIRCS C TENDON
R S TRADE M D
OMIT ROLES FARO
CABINET ETERNAL
KILL WORDY ELSE
SLACK R S KEVED

Don't Under-Value Self

WHY does a man insure his property for its full replacement value yet feel satisfied with a few thousand life insurance often representing at most two or three years' income? The fire policy may become a claim, the life policy must, either by death or maturity. Are you adequately insured?

Enquire to-day

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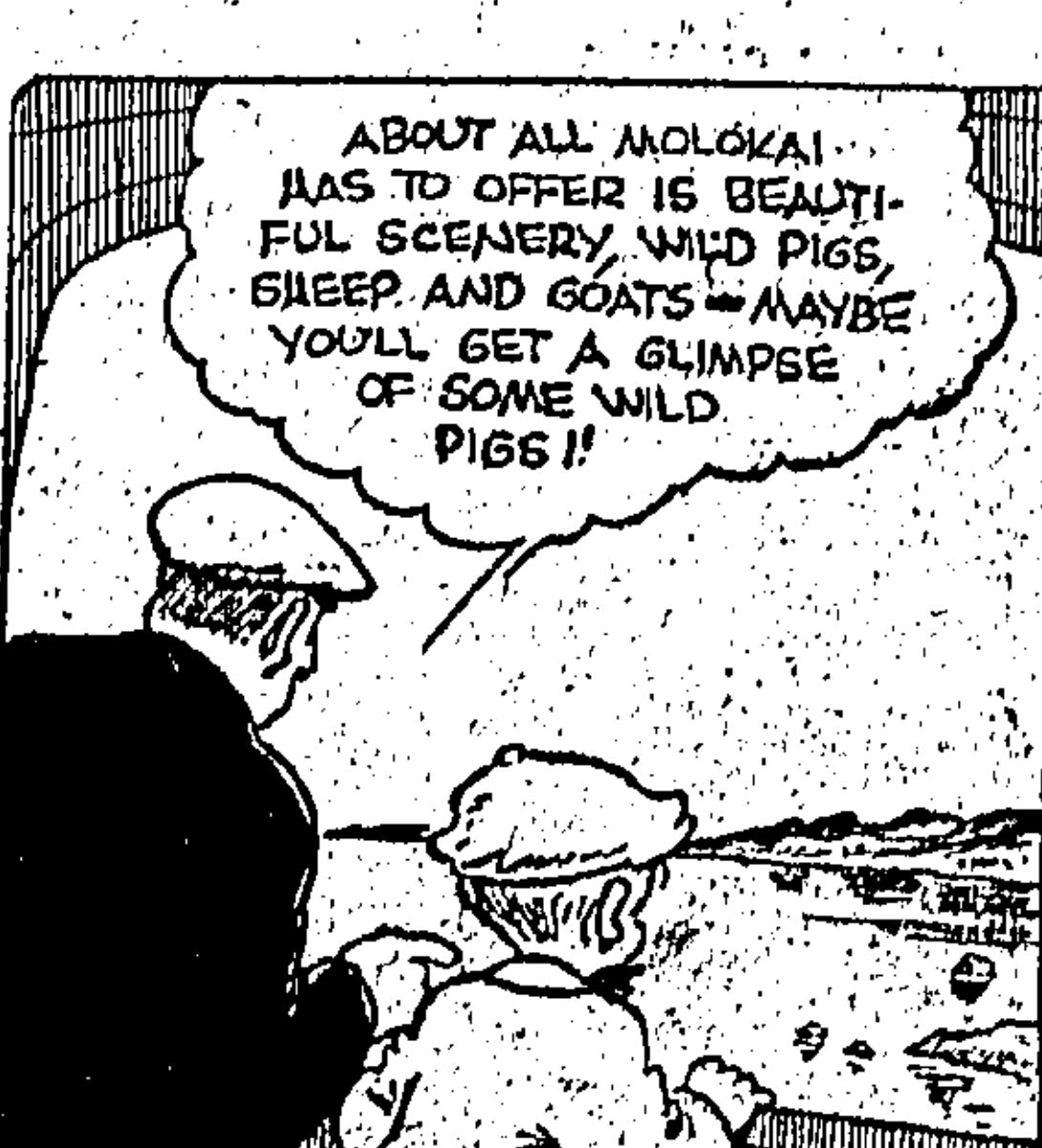
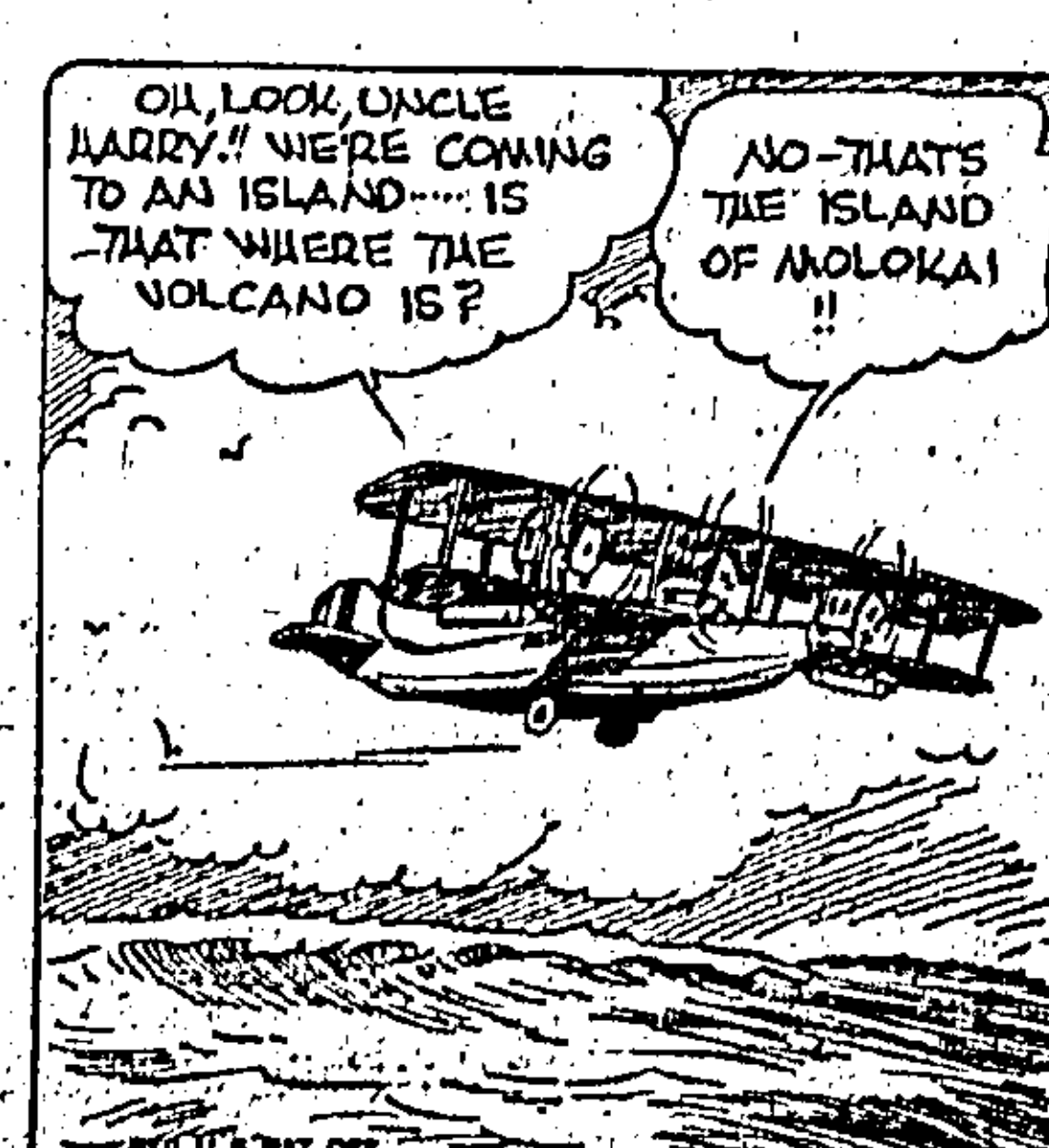
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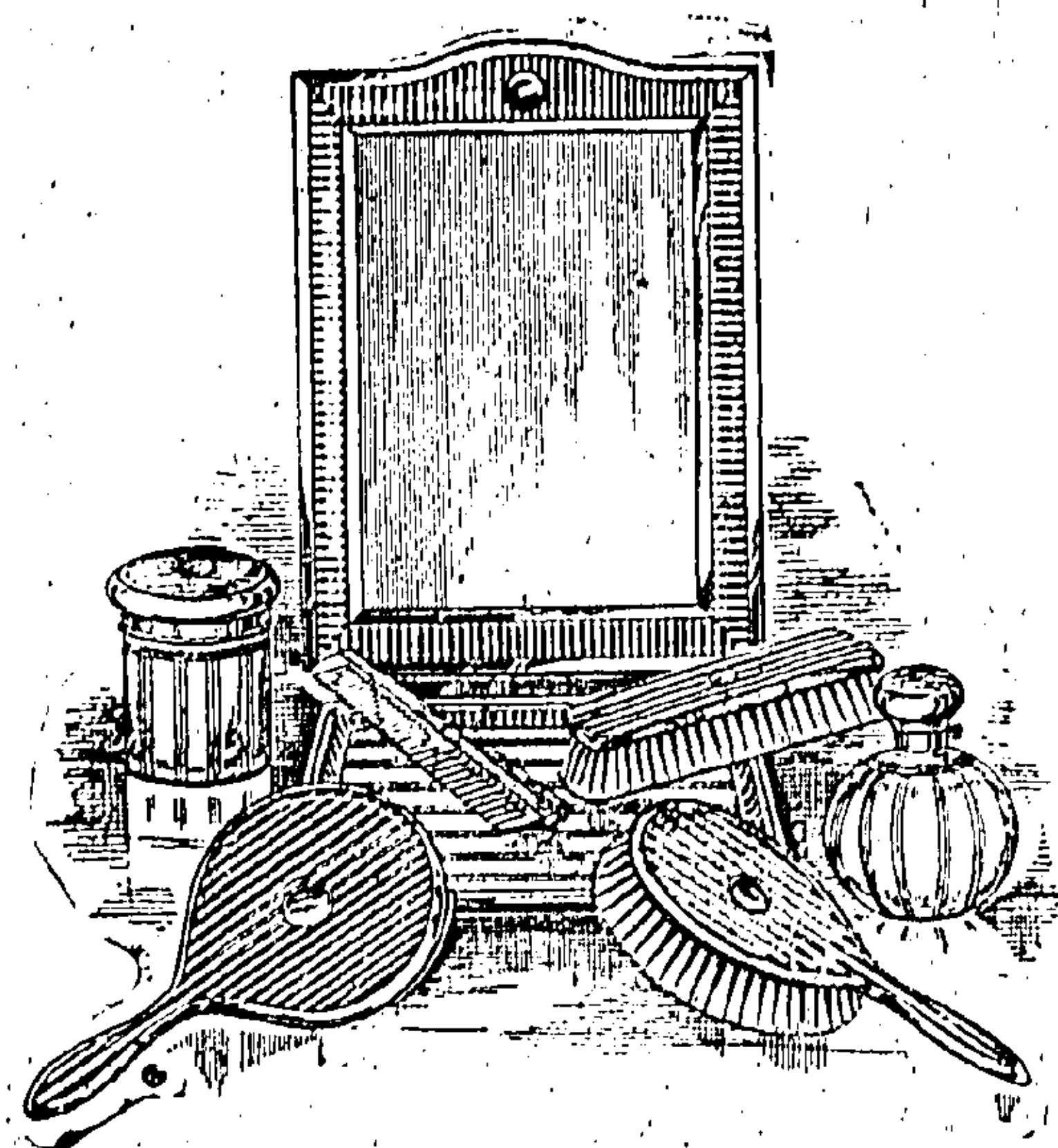
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etc., etc.

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IN USE THROUGHOUT
THE WORLD.
DODWELL & Co., Ltd.
Sole Distributors
HONG KONG & S. CHINA

BIRTH.

THOMSON.—At Victoria Hospital, on August 15th, to Mr. and Mrs. A. Thomson, a daughter.

The
Hongkong Telegraph.

SATURDAY AUGUST 17, 1929.

TARIFF TENDENCIES.

Despite the experience of the General Election, when the voters registered their decided preference for Free Trade, a determined attempt is evidently being made to commit the Conservative Party once again to a policy of full-blooded Protection. A few weeks ago, Mr. Neville Chamberlain delivered a speech to the Empire Industries Association, in which he advocated that his Party should adopt "a new industrial policy" of Imperial Preference, although it is worth noting that the next day he added that he was not prepared to advocate a tax on foreign wheat at this time. Lord Beaverbrook has followed this up by a vigorous campaign in his newspapers for the abolition of every trade barrier between the Mother Country, the Dominions, the Colonies and Dependencies, and a tariff barrier against the foreigner, "until such time as he shall plead for economic admittance into the greatest Free Trade unit the world has ever seen." The first by-election fought largely on this issue, that for Sir William Joynson-Hicks' former seat at Twickenham, proved a distinct set-back for the movement, as Sir John Ferguson, an ardent supporter of the "Empire Crusade Campaign," as it is called, only just got in with a majority of 505, compared with his predecessor's majority of nearly 6,000 at the General Election. We read, in this connexion, that thousands of Conservatives abstained from voting, not being prepared to adopt Empire Free Trade, as the policy of the Party. This scheme of Lord Beaverbrook's bears a close resemblance to the late Mr. Joseph Chamberlain's movement, although it is explained that the former Tariff Reformer's project was for a tax on foodstuffs, with a rebate to the Dominions, whereas the new plan provides for no tax whatever on foodstuffs from the Empire. It has to be remembered, however, that there are still a good many Free Traders in the Conservative ranks, and in the first division in the new Parliament recently, which resulted in an anti-Protection majority of 120,

over thirty Conservatives were absent unpaired, some of them because they do not favour Protection in any form. Whether the Party will eventually swing definitely in favour of what used to be called the "whole hog" policy, time will tell. Much may depend on the attitude of Mr. Winston Churchill. The real Protectionist Die-Hards may be counted upon to do their utmost, even to the extent of ousting Mr. Baldwin from the leadership of the Party, although the ex-Premier recently declared that if the insurgent movement against him prevails, he will finish with politics for good.

Tariff wars, which are practically inseparable from the Protectionist system, have evil results, and do much to engender bad feelings between nations. That is now being illustrated in the repercussions of the United States Tariff Bill, one feature of which is a movement by leading trade associations in France to elaborate a scheme of preferential tariffs and other measures to enable European nations to wage a trade and tariff war against America. Many of the measures proposed, such as the lowering of tariff walls in Europe, the improvement of transit facilities, and the simplification of Customs formalities, are such that they will readily command the support of all genuine Free Traders, although the end for which they are devised is to be regretted. As one writer has expressed it, countless tariff wars show the futility of relying on Satan to cast out Satan in this as in other fields, and it is doubtful whether the growing opposition to the new tariff in America will be assisted by threats from outside.

Manchuria Situation.

While the suggestion that actual war has been started in Manchuria could not bear analysis, the general situation as between Soviet Russia and China gives rise to grave disquiet. Tension is greater to-day than during the critical period immediately following the seizure of the Chinese Eastern Railway, and the casual and insincere gestures disguised as peace negotiations, have not helped matters. The last few days have been marked by a series of clashes between the rival forces along the frontier, on a much more serious scale than formerly. The important feature of these still very minor incidents is that in every case they have been brought about by Russian aggression and appear to be part and parcel of a studied policy of intimidation or annoyance. China not only replies that she is not to be scared into submission, but she retaliates by despatching 60,000 fresh troops to the vital strategic points, Manchuli and Suifu, a move which we can view only with misgiving from every point of view. The Nanking leaders have assumed a great responsibility in issuing such an order, and we suspect that General Chang Hsueh-liang, who has been the greatest reluctance. It has been obvious for some time that there is a distinct cleavage of opinion between Mukden and Nanking as to the treatment of a delicate situation. Mukden is naturally guided by the economic factors. The suspension of the Chinese Eastern Railway has already resulted in a tremendous loss of revenue, and Chang Hsueh-liang is not particular as to the manner of the settlement of the dispute, so long as it is settled. Nanking, on the other hand, is anxious to create an impression, believing there is kudos to be gained in defiance of a big Power. The decision to despatch large forces to the border gravely increases the dangers of a serious outbreak of hostilities, which may easily lead to a general conflagration. Russia is even more at fault, but this very fact should engender greater caution at Nanking. China will not secure sympathy by answering jingoism by jingoism.

DAY BY DAY.

ONLY CHARACTERS IN FICTION
HAVE NO SAVING QUALITIES. YOU
NEVER HEARD OF ANYBODY IN REAL
LIFE BEING ENTIRELY BAD.—R. W.
Chambers.

Engr. Captain H. B. Sears has been appointed to H.M.S. Tamar.

Chaplain Rev. H. W. G. Arscott has been appointed to H.M.S. Cornwall.

Tenders are being invited for the construction of a motor road from Garden Road to May Road.

Mr. J. Fawcett is appointed acting Inspector of Storehouses, Hongkong Naval Dockyard.

It is notified that the Chief Justice has appointed Mr. M. J. Breen to be a commissioner to administer oaths, take declarations, etc., so long as he holds the post of Colonial Treasurer.

It is notified that the names of James Der A Wing Co., Ltd., the Leong Hing Co., Ltd., the Kwok Tai Tobacco Co., Ltd., and the Hang Shun Wo Co., Ltd., have been struck off the register.

His Excellency the Governor has appointed Mr. E. P. H. Lang to act as Official Receiver in Bankruptcy in addition to his other duties, during the absence of Mr. E. L. Agassiz and Registrar of Trade Marks.

His Excellency the Governor has received information from the Secretary of State for the Colonies that Senor Don Antonio Alcantara Rosello Botelho has been appointed Honorary Consul of the Republic of El Salvador in Hongkong.

Mr. Leslie Ross, of Messrs. Little, Adams and Wood, who has been in the Peak Hospital for some weeks past suffering from typhoid fever, is now practically convalescent, and will probably be out and about in the course of a week or ten days.

Two lots of Crown land are to be sold at the P.W.D. offices on September 2nd. These are R.B.L. 324, Pokfulam Road, with an area of about 66,900 square feet and upset price \$20,070; and Inland Lot 214, Wanchai, area about 5,000 square feet, and upset price \$2 per foot.

The Principal of the Naval and Military Y.M.C.A. branch of the Health and Strength League, of whose members we give a photograph in our Pictorial Supplement to-day, is Mr. A. D. Spoor, a well-known amateur strong man who holds several records for weight-lifting. Mr. Spoor is prepared to accept challenges for weight-lifting contests locally.

In order that a complete list may be maintained for record purposes, ladies and gentlemen resident in Hongkong, other than those now serving in His Majesty's Forces, who have had any decoration conferred upon them by His Majesty the King, are asked to inform the Chief Clerk, Colonial Secretariat if this has not already been done.

The health bulletin of Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, contained the following cases, the figures in parentheses indicating deaths: Plague, Port Said 1, Bassein (3), Bangkok (2), Bangkok (3), Penang (5), Saigon (1); Cholera, Bassein 3, Calcutta (28), Karachi (1), Negapatam (4), Rangoon 2, Shanghai (24), Canton 2, Dairen 1, Swatow (2), Bombay 18 (9), Calcutta 2 (2), Karachi 1 (1), Madras 16 (9), Moumein 8 (3), Pondicherry 3 (1), Batavia 2 (2), Macassar 1 (1), Belawan Deli 1, Sourabaya 1, Penang 2 (1), Dairen 1, Swatow (2).

WATER LEVELS.

FOR WEST, NORTH AND EAST RIVERS.

The following table, compiled by the Board of Conservancy Works of Kwangtung, shows the water levels in English feet on the dates named:

	Aug. 15.	Aug. 16
Shiungui	30.5	30.1
Taiynguen	8.8	8.9
Shamshui	19.2	19.0
Sheldung	4.5	4.8

CORRECT SPELLING.

An Unconventional View.

The topic of orthography may be discussed with learning, as by the etymologists; with humour, as by the epigrammatic persons determined to make the best of a bad matter; with exasperation, as by those who have never learned to spell; or with disdain, as by the scholar and the gentleman. In all these ways it has already been discussed, not to mention the special angles of approach of the spelling reformer, the pedagogue, and the lexicographer.

My own attitude is slightly different from any of these. I am not erudite or angry or disdainful about correct spelling; I am merely plaintive, and my objections to it are almost entirely altruistic. Although I have never learned the so-called "rules" of English spelling, my orthography is not positively disgraceful, and if I could only be quite sure at all times and at a moment's notice about the spelling of "leisure" and "desecrate" and "gipsies" (or should it be "gypsies"?), I might even call my orthography fairly good.

This I owe to no effort of study that I can remember, to no merit of any sort, but chiefly, I think, to a power of visual memory which enables me to revive the image of almost any word that I have once seen in print. Spelling comes easily to me, so that in my present complaint I am not thinking of myself but about the struggles of numberless children throughout the English-speaking world with the meaningless vagaries of "ie" and "ei"—and also about the efforts of foreigners to master the various phonetic values of "ough."

One cannot help thinking of these things when he considers the great emphasis that is laid upon correct spelling in the United States. I am not quite sure of the facts, but as I imagine the situation almost every public school in the Union selects by competition a champion speller, these school champions compete for the championship of their cities, the city champions spell one another down in contests for the representation of the state, and, finally, the state champions meet at Washington for the last great tournament.

All this is very exciting, no doubt, and nothing can be said against it so long as every one thinks of spelling contests as an indoor sport, but as soon as the notion gets current that correct spelling is somehow very important and that ability to spell correctly is a mark of education and even of intelligence, then it is time to call a halt—then I say that I greatly prefer the schoolboy contests in marble-playing.

It is certain that we do already overestimate the importance of correct spelling, not only in the schools but in business offices and in society. Conventional orthography has become almost as necessary to social and business success as conventional attire, and there are many men who would no more think of writing "quite" as the name of a certain domestic animal than they would of wearing a black cravat with evening dress, yet they write "quay" as if it were spelled "key." And what is wrong with "quite"? It is longer than "cat" to be sure—but does it not look somewhat more feline? Would it not add a touch of individuality to one's page?

Ah, but how triumphant a business house would be to find such a spelling in a letter written by one of its rivals! How the fine ladies would arch their brows over it, consigning the writer to the ranks of the unvisited and the unvisited! We can no longer afford "quite" or anything of its genial and laudably libertarian kind; although we cannot all of us be printers or makers of dictionaries, we take our spelling from these worthless without question, and insist that others shall do the same.

There was a time, and that not long ago, when ladies and gentlemen spelled their English freely, as though it belonged to them. The letters of George Washington show some marks of this old liberty, and the manuscripts of John Milton show still more. For it was not the ignorant and the unlettered only who spelled as they pleased, but the greatest scholars; Francis Bacon often spells a word in two or even three different ways on a single page.

The Senators of Venice seem to have been content to get about the right number and selection of letters into a given word, leaving

their readers to arrange those letters as they saw fit. People spelled in those days by the ear rather than by the eye, with results that were constantly novel and frequently artistic. Contrary to one's expectation, they never leave us in doubt as to their meaning. One may read the Paston Letters, in which the spelling is almost riotous, as easily as the morning newspaper. We have not gained much, then, in legibility by our docile acceptance of orthographic law. Certainly we have not gained in ease, nor have we saved time for our children or for ourselves. The only advantage that we have won by correct spelling is in a tasteless uniformity, and of this there is perhaps more than enough already in the world.

Down to the time of John Dryden educated people had spelled their English, both in private letters and in manuscripts intended for the press, pretty much as they liked, but all through the seventeenth century English printers were working out a standard spelling to which they reduced all the individual vagaries that came into their hands. And this was a perfectly sensible arrangement. John Milton, for example, spelled to suit himself; his printers changed his spelling to suit their different notions.

The mistake was made when people began to think that printer's spelling was in some way superior and began to imitate the orthography which they found in books. One may think very highly indeed of printers, as I do, and yet see that this was an absurd error. When once the general public had made this initial blunder, the makers of dictionaries ordered it, school-masters established it, the "spelling bee" made it popular, and now the nation-wide contests in America are lending even a kind of glamour to our servility.

We should observe that what is called the correct spelling of a word—that is to say the spelling agreed upon by printers and lexicographers—is almost always the least interesting thing about it, and the least valuable thing to know. By concentrating the attention of school children upon this alone we tend to shut out all curiosity about the word's history, its derivation, its various shades of meaning, and we tend to encourage the ludicrous notion that when once the child can spell a given word he has gained some power over it.

Ideas of this sort when they are encountered in popular magic are properly called superstitions, but when we find them in our schools we call them educational. A sound theory of education would not suggest that words are to be attacked by the memory alone, but rather that they must be studied with active curiosity, with delight in their individualities, with the historic sense, and above all with imagination.

A great writer may of course be able to spell in the conventional way, but not the slightest fraction of his literary power is attributable to this faculty and he can do well without it. How Shakespeare spelled his English we shall probably never know, and it does not much matter. We may be certain that he spelled very badly according to the printer's standard, and yet there are not five words in all his writing that are uncertain because of his orthography. Small Latin, less Greek, and no formal spelling whatever, went to his equipment. These deficiencies in his education do not, of course, explain his greatness as a poet, but at least they left him free to think of words as the fluid, elusive, and ever-changing things that they are.

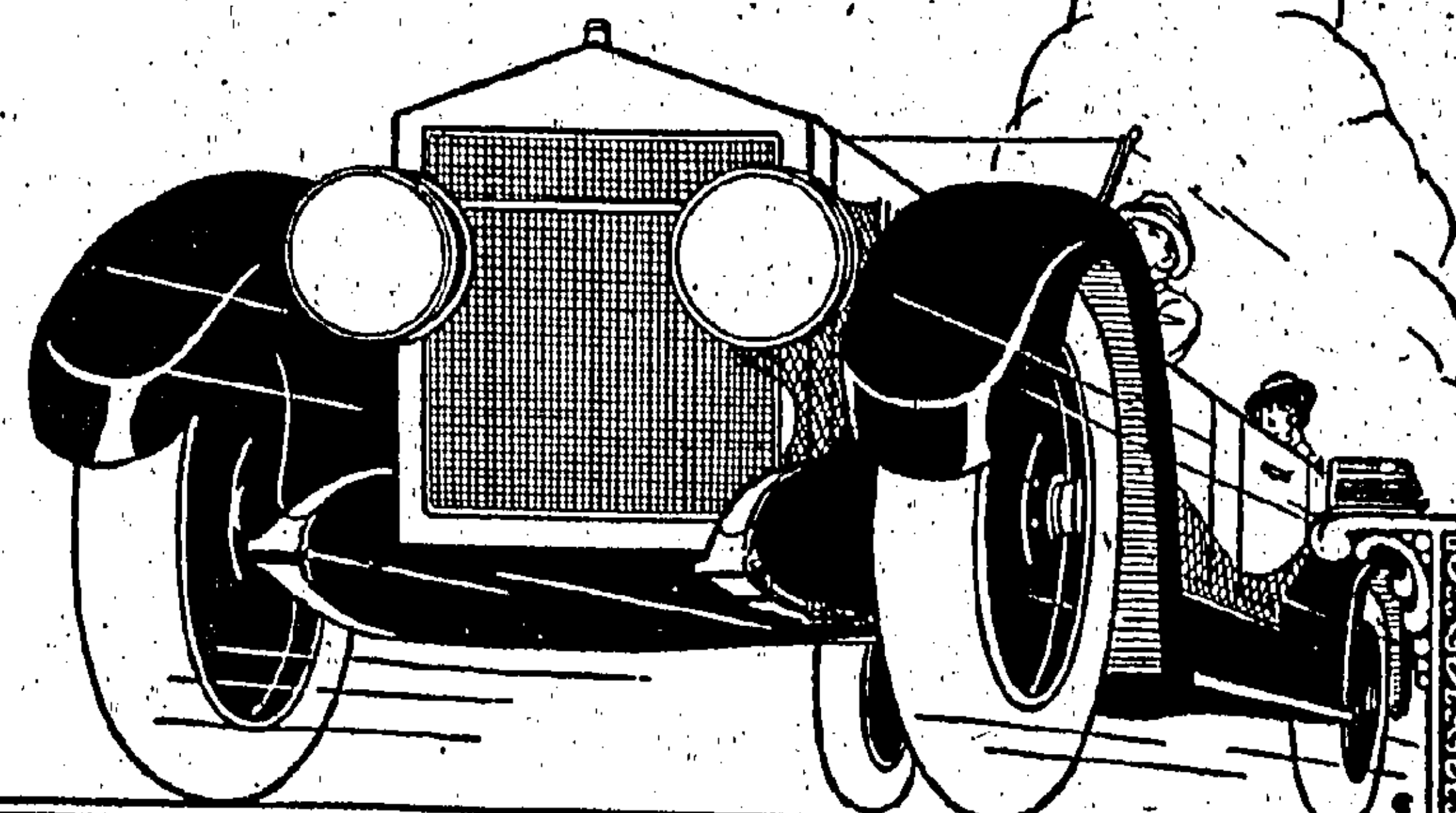
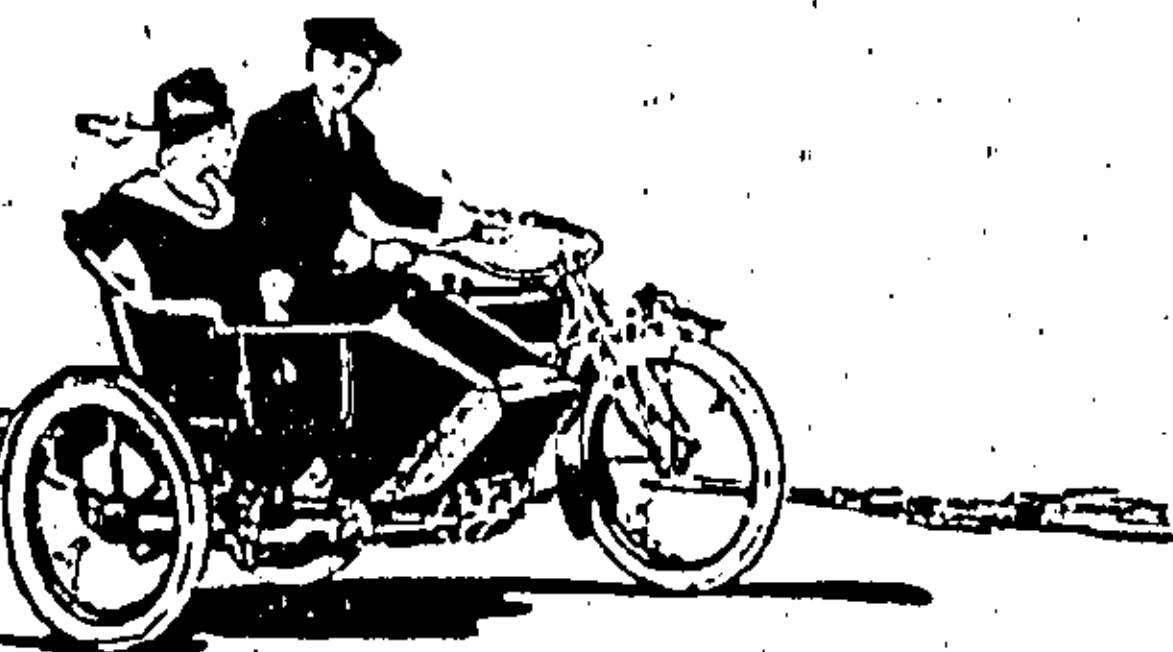
In saying this I realize that it is too late to do anything actually sensible about spelling. School teachers and printers and dictionary makers are firmly united in the strange belief that words must be spelled in their way only and the rest of us have no choice. We are taught conventional spelling before we are old enough to see its futility. Here and there, to be sure, we find a rebel, like the brave youth I remember who once said to me: "Why should I learn to spell? I shall always have a private stenographer." For those who cannot afford private stenographers the spelling reformers hold out some slender hopes, but no such thin measures as they propose will help us. Spelling cannot be reformed. It should be abolished altogether.—O. S. in the *Christian Science Monitor*.

Observatory returns show that the average mean temperature for July was 81.6, the highest being 92.2 and the lowest 74.4. There were 22.70 inches of rain, and 176.7 hours of sunshine, whilst the average humidity was 84.

The forthcoming wedding is announced of Mr. Wynyard Hallen Cottam Boucher, balliff, No. 317, Nathan Road, to Miss Emma Dolores d'Encarnacao dos Remedios, No. 6, Humphrey's Avenue.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY, 17th AUGUST, 1929.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



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"GORMAN"
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ALL AT ATTRACTIVE PRICES
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Latest Machinery
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MAY WE SERVICE
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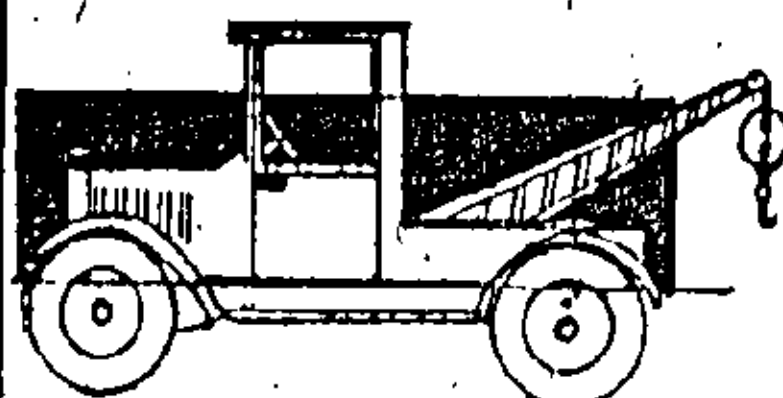
NO JOB TOO SMALL
NO PROBLEM TOO INTRICATE.

MAIN SERVICE STATION
10 CROSS LANE
WAN CHAI C. 3193

KOWLOON
CAMERON RD. K. 1624

THE PEAK
PEAK GARAGE P. 208

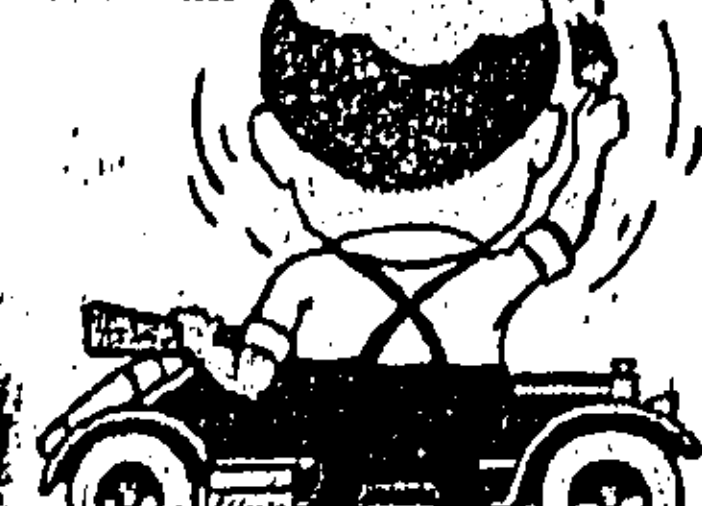
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MODERN MOTOR SERVICE.

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PRINT YOUR OWN CAR!
ALL COLOURS KEPT IN STOCK
AS WELL AS THE NEW
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Arabian Sand, Dawn Grey, Niagara
Blue and Gun Metal Blue.

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CURRENT COMMENT

Roadside Rocks.

Many motorists who regularly use the Castle Peak Road appear to be somewhat nervous of the rocks which overhang the road at certain places, fearing that the vibration of traffic may possibly dislodge heavy masses of granite with disastrous results. There is one particularly dangerous looking rock, a picture of which appears on this page, and concerning which we understand that the Kowloon Residents Association has approached the Government. As a matter of fact, it is probable that some of the rocks situated higher up the hillside present the greatest danger, although the most dangerous periods are, of course, during or immediately following exceptionally heavy rains. The rocky nature of Hongkong presents a trying problem to the Roads Department. Landslides being more or less expected during certain seasons of the year. The rock which is referred to elsewhere on this page certainly does appear to present a danger, and doubtless action will be taken to allay the fears of road users. It is perhaps quite natural that motorists should complain when roads are closed for some time, but when it is in the interest of public safety, there can be no alternative.

Good Value.
The present day motorist is apt to forget the rapid strides which have been made in the manufacture of motor vehicles during the last few years, and yet it is but a few years since the "mass" manufacturers, led by Ford, announced the intention of bringing motoring within the reach of those of moderate means. To-day, there are many excellent cars which are priced well within the reach of people of limited financial resources, and yet any one of these moderately priced vehicles is improved beyond all recognition when compared with costly vehicles of not so very long ago. The "Pontiac" for which Messrs. Lane, Crawford, Ltd. are the agents, is one of the outstanding examples of modern cars in the low priced field.

In the Pictorial Supplement this week, further evidence is given of

the adoption of oil engines in preference to steam for marine work, and it is gratifying to note that Hongkong is keeping abreast with other important parts in this respect. The two launches, of which pictures appear, have been equipped with Gardner engines, of which a large number are now in use in Hongkong and throughout China, especially on the Yangtze.

White Lines.

New white lines have now been laid down at the Pedder Street—Des Voeux Road crossings, and it is observed that a new type has been employed. These are made of aluminium, and have been adopted as the result of experiments conducted by the Roads Department. It is expected that they will last much longer than other types which have been used, and which were easily damaged by heavy traffic, mainly the iron-tired coolie trucks, which are responsible for a great deal of other road damage.

Map of France.

In anticipation of a record season of Continental motoring—due to lower cross-channel freight charges and improved facilities—the Automobile Association have just issued a map of France showing the actual condition of the roads under four classifications, and marking the towns where A.A. classified hotels are situated. The reverse side is devoted to plans of ports from which steamship services operate, together with summarised information regarding sailings.

Guide to Europe.

The Automobile Association announces publication of the fourth edition of "Europe Touring," the official European Touring Guide of the Alliance Internationale de Tourisme. This book describes eighteen European Countries, is written in English, French and German and contains over 130 maps and plans. One of its interesting features is a comprehensive Gazetteer covering the principal European Cities and Towns. It is issued to A.A. Members at the special price of 10/-.

"—THE LITTLE MORE."

"And the Little
Less—!"

TALK ON CELLULOSE.

If Browning were alive to-day he might well be accused of writing his famous lines on the application of cellulose!

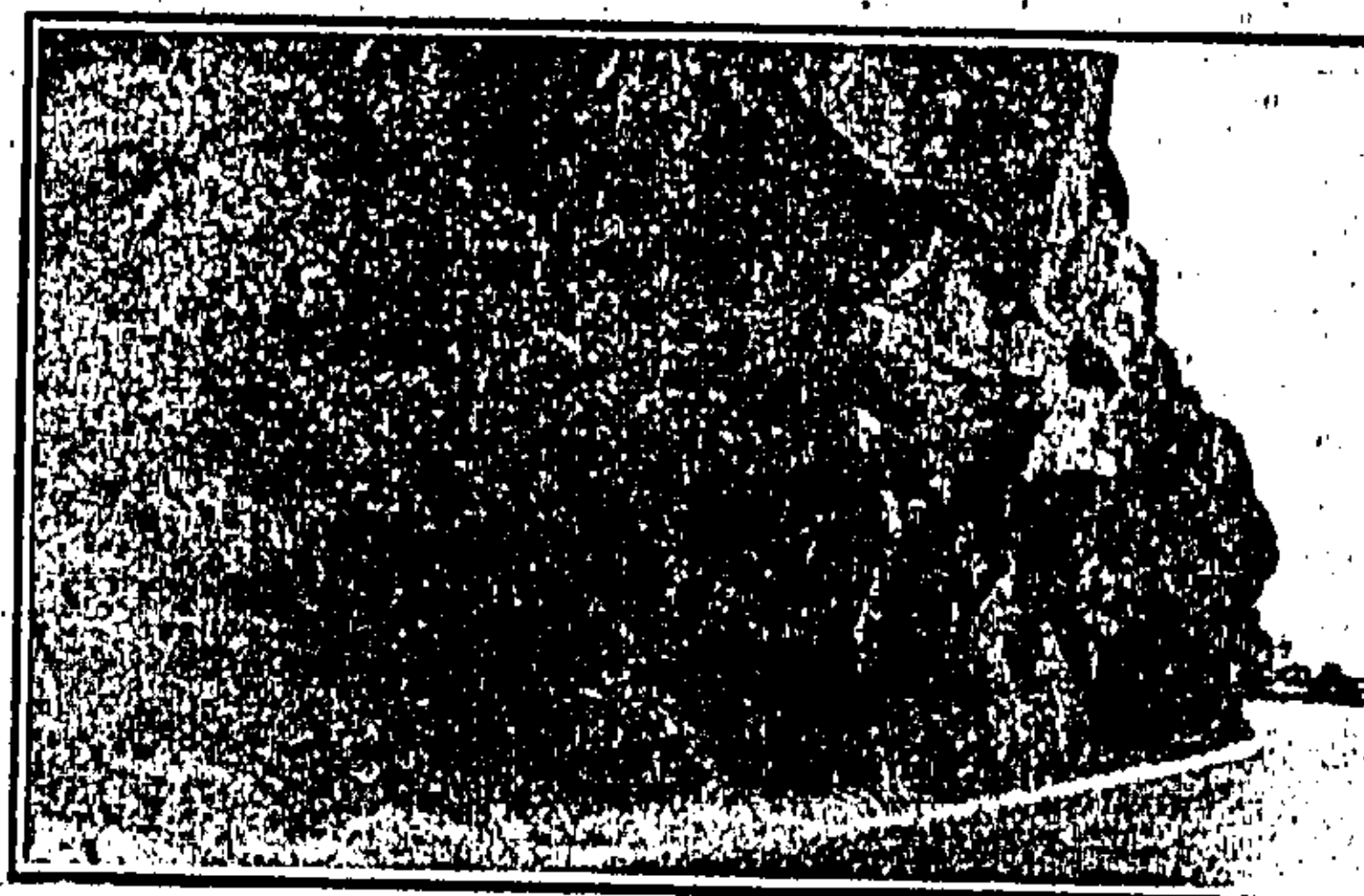
It is some years since cellulose finish was first applied to motor-cars and there are now a number of first-class brands of cellulose paint available for manufacturers. The average motorists may be inclined to blame the quality of the cellulose for a finish which, in a few months' time cracks and becomes shabby. In most cases, however, it is the application rather than the cellulose itself which is at fault; it is the "little more" which makes all the difference between a hard-wearing gloss, and a finish which is "worlds away."

An example of this may be found in the Humber cellulose department. Humber have been famed for their coachwork for a quarter of a century and more, and the latest cars, which are, of course, cellulose finished, are in keeping with the company's reputation. In the last three years 19 different makes of cellulose have been subjected to thorough tests, and the experts of the department have finally settled on one particular brand. But it is not the merits of this brand alone which are responsible for the gloss and durability; rather it is the care with which the material is applied.

There are folk who think that two coats of cellulose, sprayed on to any clean surface, will give a lasting finish. They would be surprised were they to visit the Humber paint-shop, for the operations there, in cellulose, are numerous as in the old days of coach painting. Before any cellulose is applied, for instance, every body is treated with six or seven primary coats, and is rubbed down after each process. Then comes a coat of colour paint and another face down, and then follow three coats of cellulose, a final application of amyl acetate and more rubbing and polishing.

There is no mass production of the nasty sort at this well-established concern—each body is made to measure and dressed like an "exquisite." The result is a finish which, so far as can be seen at present, lasts indefinitely.

ON THE CASTLE PEAK ROAD.



The above picture shows an overhanging rock on the Castle Peak Road, not far from the recent landslide just beyond the 15th mile. We understand that this rock has been kept under observation for some months past, and that by reason of cracks appearing it is considered to be dangerous. The Government evidently also has it under observation, as marks have been made which show definite signs of movement. At the meeting of the K.R.A. Committee on Monday last, the matter was discussed and it was decided to draw the attention of the authorities to the danger.

SEGRAVE ON BRAKES.

Witness in Patent
Dispute.

GOLDEN ARROW TYPE.

Sir Henry O'Neill Dehane Segrave, the holder of the world's motoring speed record, gave evidence before Mr. Justice Astbury recently in the Chancery Division in an action brought by the Societe Anonyme Servo-Frein Dewandre, a Belgian company, against Citroen Cars, Ltd., of Brook Green, Hammersmith, for the alleged infringement of the plaintiff company's patent for vacuum brakes on motor vehicles.

The defendants deny the alleged infringement.

Sir Henry Segrave stated in reply to Lord Halsbury that he had been interested for a considerable time in motoring and recently accomplished in America a record with his car, the Golden Arrow.

Two Brakes on Golden Arrow.
Lord Halsbury: On the Golden Arrow were there two mechanisms fitted in accordance with the Dewandre invention, one for actuating the brakes and one for actuating the clutch?

Sir Henry: Yes. He added that for some time before 1919 there was a desire in the motoring world for the more efficient braking of cars, and the four-wheel brake was introduced. He agreed that an intermediary system of power braking was necessary between the foot and the pedal mechanism, but there was no such system of vacuum braking before 1919. The Dewandre brake was the first four-wheel brake which was successful for practical commercial purposes.

Lord Halsbury: Since the fitting of the Dewandre brakes on the Golden Arrow, have you become a director of the plaintiff company in England?—Yes.

Dewandre Make Preferred.
Thirty-six companies abroad, Sir Henry stated, had standardized the Dewandre brakes and hundreds of thousands of them had been supplied. In his experience the plaintiff's system was absolutely satisfactory.

Cross-examined by Mr. F. E. Bray, for the defendants, Sir Henry said that in the last 10 years the normal speed of cars had greatly increased and much heavier cars were used—such as lorries, charabancs, motor-coaches, and vans. Four-wheel brakes were introduced to cope with high speed and heavy weight and were used in all racing cars. He considered a vacuum brake more efficient than a compressed air brake, which was more delicate. He had had personal experience of the Dewandre brake for about five years. He had tried every known system and preferred the

NEW CHEVROLET.

Bodies Built by Fisher.

WOOD AND STEEL.

It is no longer necessary for buyers in the lowest price six-cylinder field to compromise between their desire for a six and their desire for body style, comfort and excellence. In the new Chevrolet six, a Fisher body of composite wood and steel construction is offered for the first time in automotive history on a six-cylinder chassis in the lowest price field.

Bodies of composite wood and steel construction have long been standard in the higher priced and quality car groups because engineers admit that this is the only type of automobile body construction which permits of maximum strength, maximum resiliency and maximum safety.

In addition to its superior construction, the new Chevrolet body has many typically Fisher style and appearance features which make it all the more outstanding in its field. A feature new to this price class is the adjustable driver's seat in the closed models of the new Chevrolet Six. A regulator, so placed as to be easily accessible, allows the seat to be moved to suit the driver's comfort without exertion and while the car is in motion.

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TWO-SEATER
OAKLAND

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Tel. K. 1242 2, Kwong Wah Road, Kowloon.

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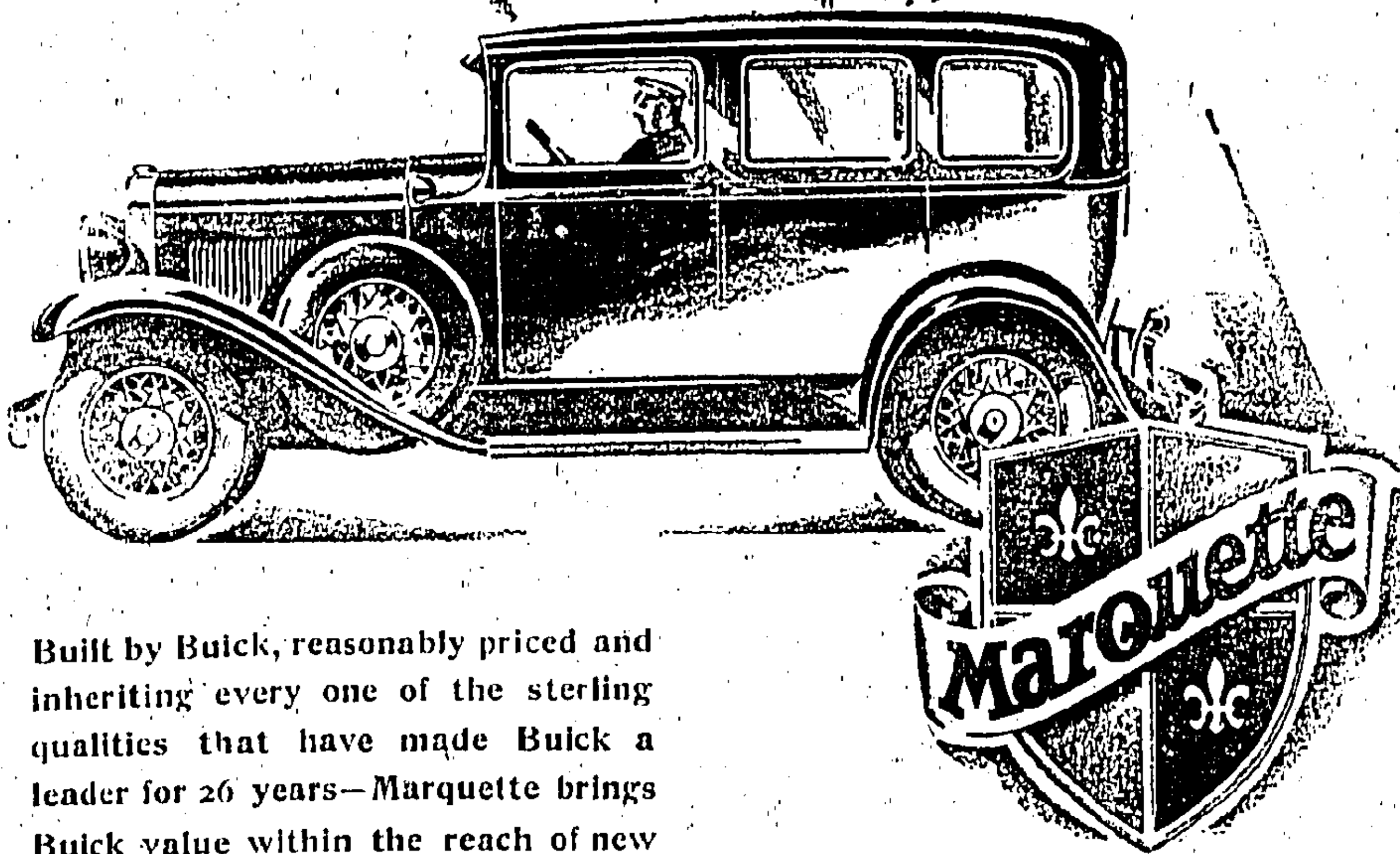
A GOOD ASSORTMENT OF SPARE PARTS AND
ACCESSORIES IN STOCK.

LONDON'S LATEST ROAD LIGHTING.



The Thames Embankment is associated so closely with the various successive eras in public lighting, that it is interesting to know that a new and remarkably efficient system has recently been installed by The General Electric Co., Ltd. This splendid boulevard is now as brilliant a spectacle by night as it is by day, and the above picture taken at night conveys an impression of the vast improvement effected.

SOON
ON
DISPLAY



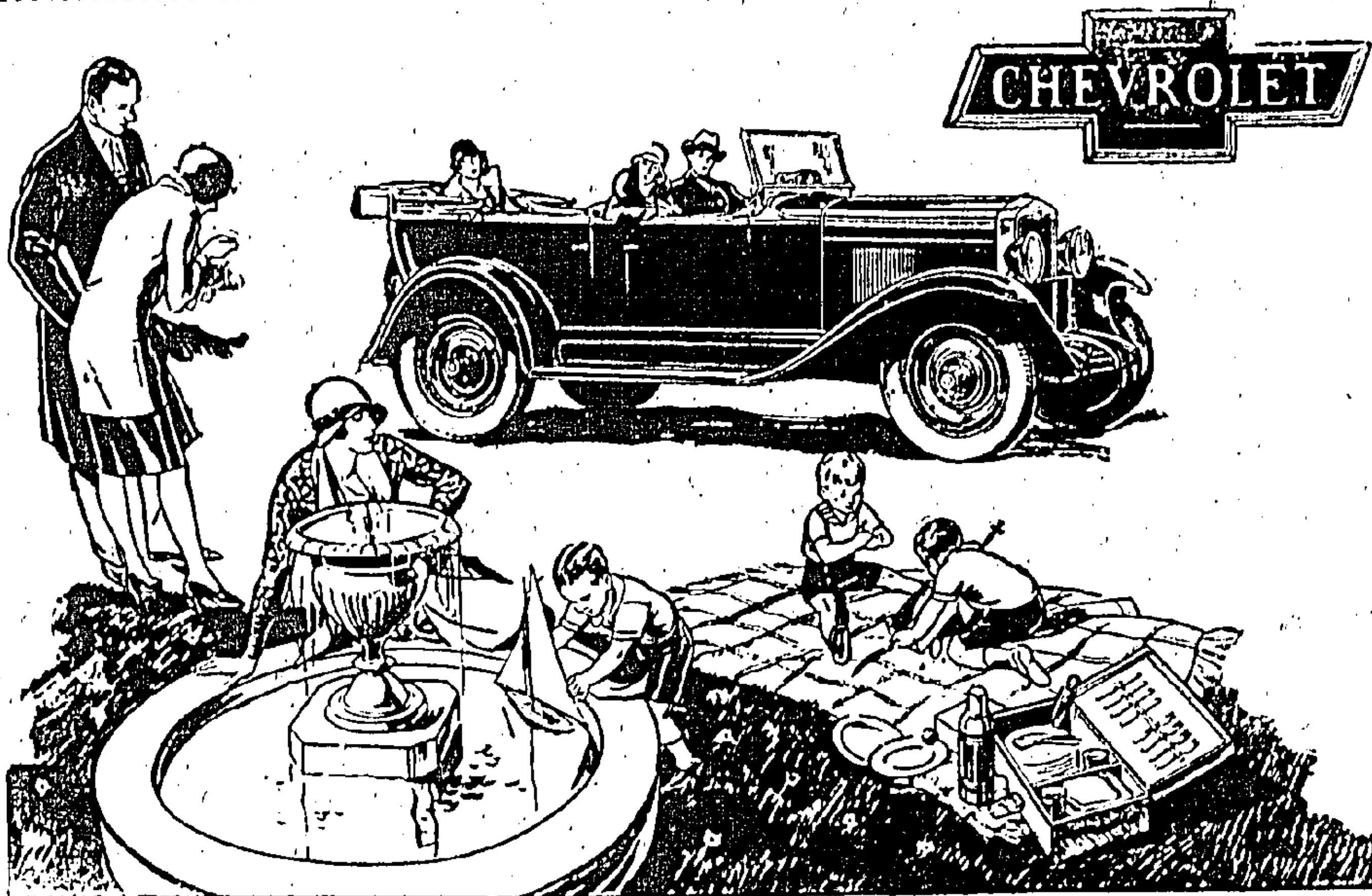
Built by Buick, reasonably priced and inheriting every one of the sterling qualities that have made Buick a leader for 26 years—Marquette brings Buick value within the reach of new thousands. Be sure to see this sensational new car. It will be on display at our showroom very soon.

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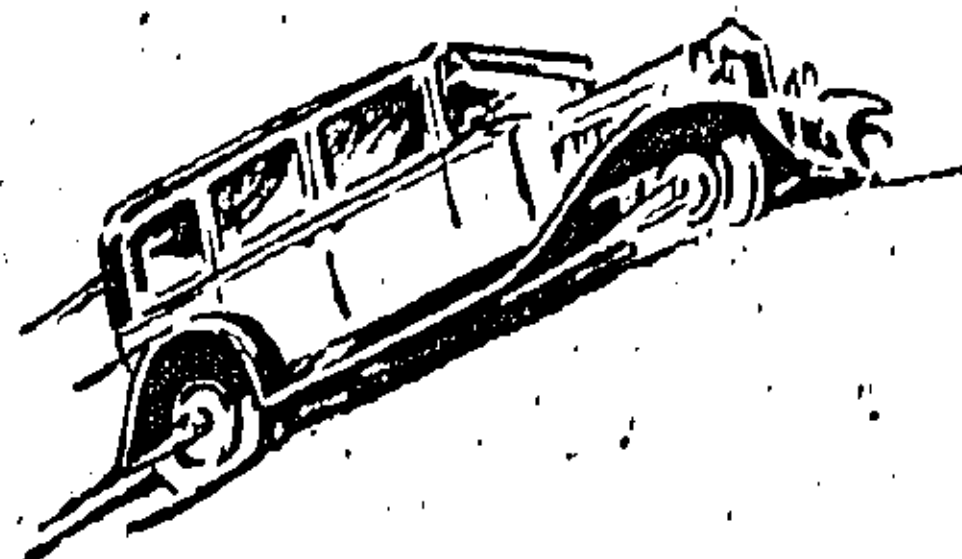
33, WONG NEI CHUNG ROAD, HAPPY VALLEY.



Yes — It's powerful

**32% More Power
20% More Speed**

The Outstanding Chevrolet
of Chevrolet History.



**THE HONGKONG HOTEL GARAGE.
READY FOR DELIVERY**

Tourer.....	G\$790	Sedan.....	G\$980
1½ ton Truck Chassis.....	G\$755	Roadster.....	G\$700

The new Chevrolet Phaeton. The top can be easily and quietly lowered.

DO YOU REVERSE?

A Few Hints for the Novice.

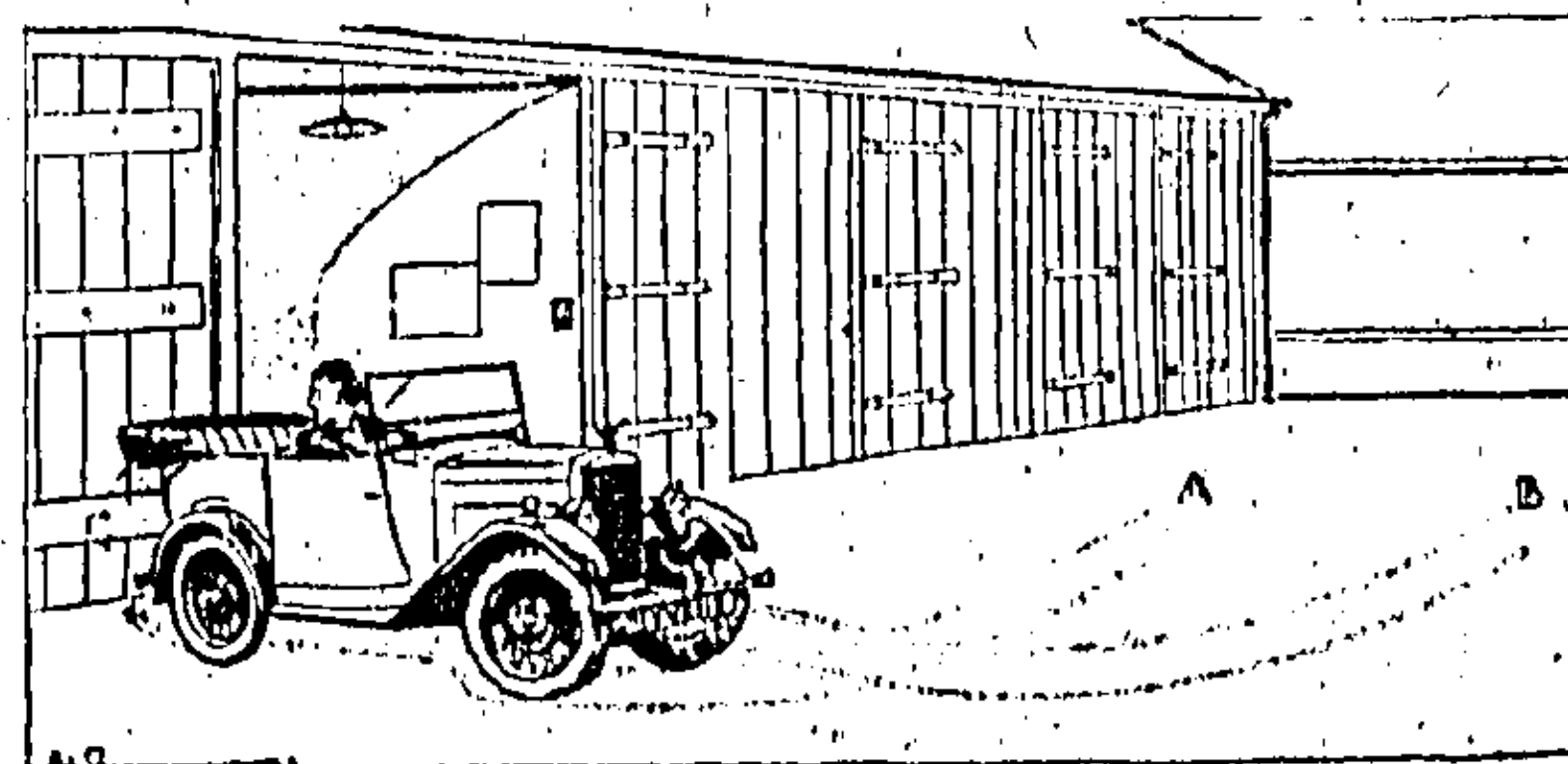
[By Arrangement with the Morris Owner.]

Some drivers there are to whom reversing is and always has been something of a nightmare, and these individuals are by no means always members of the "awkward squad" where ordinary or even tricky work of the forward gears is called for. Others—probably the great majority of drivers—admit feeling distinctly at sea when reversing has to be done; even after some years at the wheel they somehow cannot "get the hang of it." What general principles, then, can be laid down for the guidance of all who lack confidence?

Reversaphobia.
Some years ago the present writer hit upon a rather curious method of overcoming "reversaphobia" (if there be such a malady) in a novice, that worked well and has worked well several times since. His patience with the pupil being all but exhausted, and the wings of the car and garage gate-post showing signs of the fray, he tried taking to the water for awhile.

Far better, if the space is there (as it usually is) to stop well over at the far side of the yard and then come back the extra fifty yards or so—no urgent full locks will have to be made and the latter half of the reverse will be in a straight line. But he who hopes to save time or avoid trouble by stopping somewhere just outside the lock-up or shed makes a great mistake, for any slight error of judgment in the lie of the car when stopped will mean a difficult reverse, if not having to go over to the far side of the yard anyway and start again.

The aim in reversing into a narrow passageway or similar place, should be to get into the straight line required at the earliest possible moment and then go straight in, looking alone the side of the car pretty much as one aims a gun. Opt in the yard or street there is plenty of space in which to swing the front wheels about—in the immediate neighbourhood of the gate-



The principal cause of this trouble is that the driver began to reverse when his bonnet was in the position A—far too close to the garage opening. If he had taken advantage of the ample space at his disposal, and started from B, all would have been well. As it is, he will probably have to pull out to B in any case.

What the pupil for some reason or other could not grasp was that every time the steering wheel is turned while reversing, the following or bonnet end of the car makes a sudden swing outwards, whereas the leading or back axle end seems to keep on relatively straight, for some little distance.

A Boat Analogy.

Now in steering a boat of any kind this is the normal state of affairs. A little practice, therefore, at the tiller of a dinghy fitted with an out-board motor (but almost any river craft would do) worked wonders with this pupil. She soon understood that on putting the tiller over the first thing that happens—seconds, almost, before the course of the boat seems to have altered appreciably—is that the stern swings out.

Of course something rather similar happens when steering a car in an ordinary forwards direction—the back wheels cut in on the front wheels. But even the novice is rarely troubled much over this; he soon gets to understand that if he turns on a sharp lock without having at least a clear foot between his front wheel and the kerb or gatepost on the same side, there will be trouble. What he fails to appreciate is the suddenness of the sideways lurch each time the steering wheel is moved when reversing, so that it does not do for him to say to himself "that's the leading end of the car clear—the other end is bound to follow." Both ends must be watched unless running dead straight.

Shirking.

It is, perhaps, logical enough for the driver who hates reversing and is lacking in confidence to try to do as little reversing as possible. But it is in this very desire to avoid driving the car an inch farther in reverse than may be absolutely necessary that many a driver gets himself into a tight corner. Again and again in the hotel or garage yard one sees a bad mess made of an ordinary reverse in, simply because the driver tries to get in on too short a reverse, and does not make use of the ample space at his disposal.

post or other, obstacle, there is precious little. As a rule it is possible to satisfy oneself that there is width enough and then to steer by the off-side of the car only, but, of course, nothing must be taken for granted. Occasionally one has to steer by the near-side, which is awkward, but by no means impossible if the driver's frame is long enough to enable him to keep his feet on the pedals while looking out on the other side, but for such as are physically incapable of such aerobatics, the services of an observer become necessary.

In reversing, above all things in motoring, the old adage about haste and speed applies. As we have seen, it pays to take a few extra yards if they are to be had; the difference is one of seconds only, whereas once the car is awkwardly placed, many minutes will be wasted in extricating it, to the accompaniment of aching wrists and a twisted neck. Similarly with speed. The time saved by reversing at any thing more than a gentle walking pace is negligible, but the penalties for any slight error of judgment are out of all proportion in their severity.

"When in doubt, get out and have a look" is a good motto when reversing, and this applies especially at night. Buckets and petrol cans and similar oddments lurk about the floor of the strange garage, and ditches occasionally trap the unwary.

Back First.

In general, it is considered better practice to back off the road into the garage or private yard, as there may be no room to turn round inside, and it is obviously preferable to come on to the road (travelling forwards). As a rule, too, this practice ensures that such little daylight as is offered in the strange garage will be available for the bonnet end of the car, where it is most useful. This general rule is, however, subject to some modification in special circumstances, as in entering a strange place on a dark night.

Incidentally, when reversing, leave the driving mirror severely alone—to rely on it is both useless and dangerous.

ARGENTINE RACE.

Victory for Studebaker.

POPULAR SPORT.

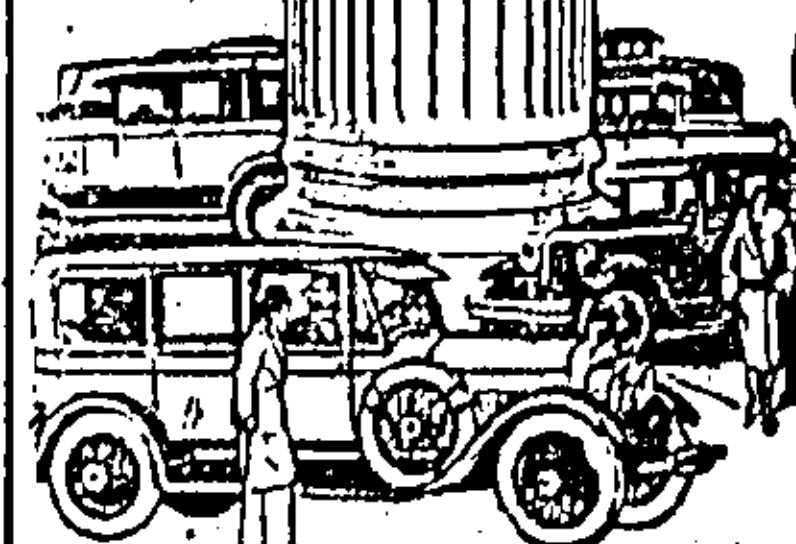
That automobile racing in Argentina is vying in popularity with football, the country's national game, is apparent by the widespread interest attendant on the many races that have been planned for this year. In past years custom in this South American republic has decreed that the driver winning the various races receives wide recognition for his skill in piloting his car, while the automobile itself was secondary.

With the increased number of American automobiles in Argentina each year, public laudation is rapidly turning to the merits of cars that are capable of standing up under the strenuous tests that are necessary to successfully finish these events.

One of the most prominent races held so far this year was the Grand Premio Standard. The run was a round-trip between Buenos Aires and Mar Del Plata, a fashionable seaside resort. Only strictly stock model cars were permitted to participate in the 540-mile run. Miguel Viggiano, driving a Studebaker President Eight, was awarded first place in this popular event.

Studebaker cars first attracted attention over the route between Buenos Aires and Mar Del Plata, when an Erskine Six established a new record for the course. Although the run was not under official observation, wide attention was attracted when the Erskine delivered Buenos Aires morning papers in Mar Del Plata nine hours earlier than the scheduled time.

The Erskine's average speed of more than 37 miles per hour over the muddy roads, drenched with heavy rains, was heralded as a miraculous feat for both the driver and the automobile.



SOLE AGENTS

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Motor Co.
of China.**

(Successors A. LUNG & Co.
Auto Dept.)
80, 82, Les Vaux Road

U.S.A. BABIES.

Austins in U.S.A.

Speaking at a luncheon in honour of Miss de Havilland in London, Sir Herbert Austin said that he expected shortly to form a 5,000,000 dollar company to produce Austin cars in U.S.A.

Miss de Havilland had just completed a world tour in the baby car, during which she visited Australia.

In Paris, according to the social editor of a London paper, it is not considered at all chic for a woman to drive a large car. To be in the mode she must have a tiny saloon car.

**THE
MOTOR UNION**
INSURANCE CO. LTD.
Incorporated in England
(Under the auspices of the Automobile Association)

LIBERAL BONUS FOR CAREFUL DRIVING.

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\$2,100!

SEE PAGE THREE OF
THE MOTOR SUPPLEMENT.

Hongkong Telegraph.

Pictorial Supplement

August 17th, 1929.

YOU HAVE THE COURAGE TO
INVEST MONEY IN MER-
CHANDISE - - - - - TELL
THE PUBLIC ALL ABOUT IT!

In other words -
ADVERTISE IN
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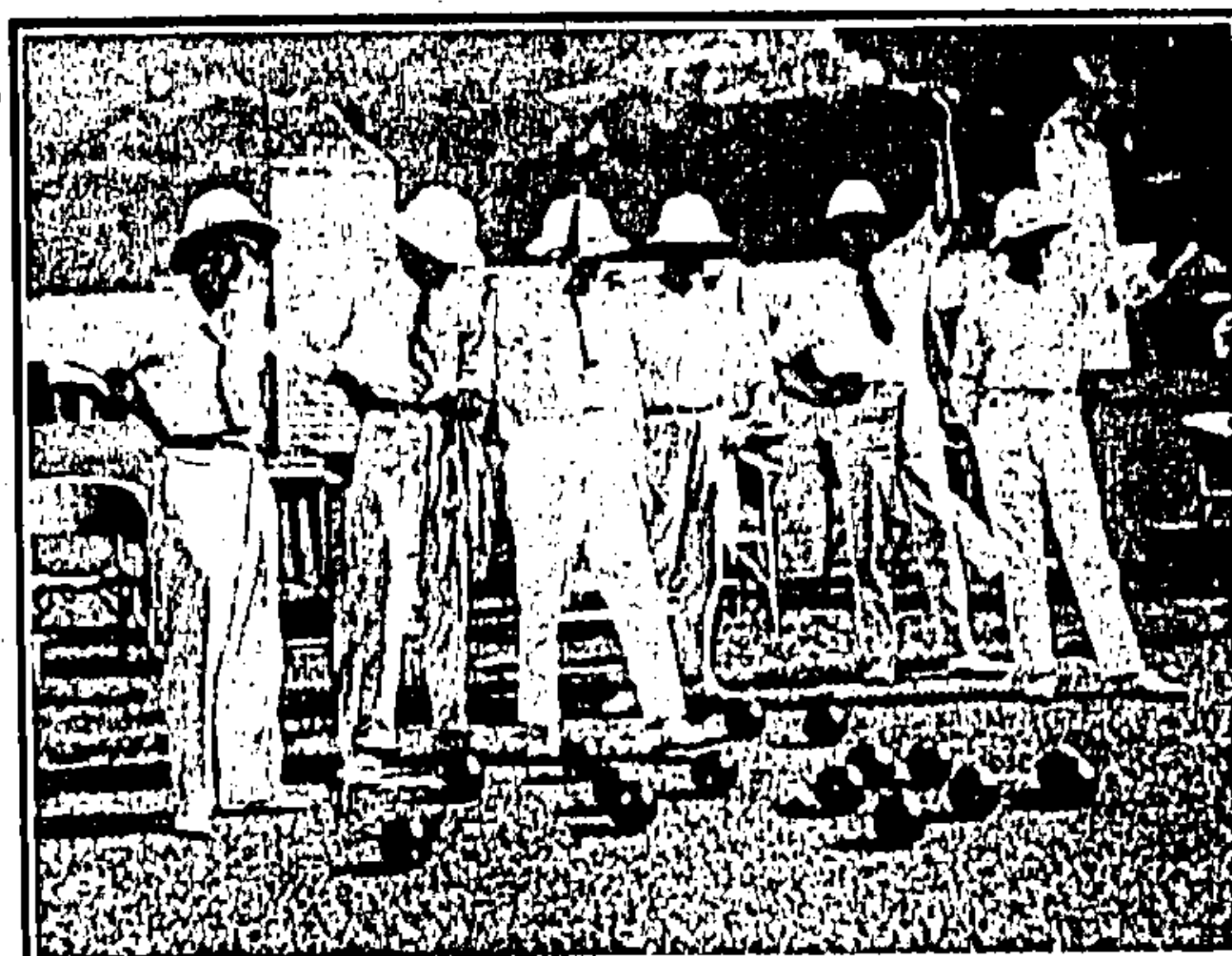
Here is an official group of the Russian Communists arrested at the Soviet Consulate at Harbin by the Chinese authorities. Their release is now being demanded by Russia as a preliminary condition of negotiations for a settlement of the Sino-Russian trouble.



This strange-looking picture is an aerial photograph taken of Cheung Chau Island. It gives an excellent idea of its odd shape. (Royal Air Force Official Photograph).



Photo shows M. Ouchavsky, an official of the Soviet Consulate at Harbin (third from left) who was caught burning documents in the stove shown in picture.



A good head at the match in which Craigengower beat Taikeo by 82 shots to 36. (Photo: Mee Cheung).



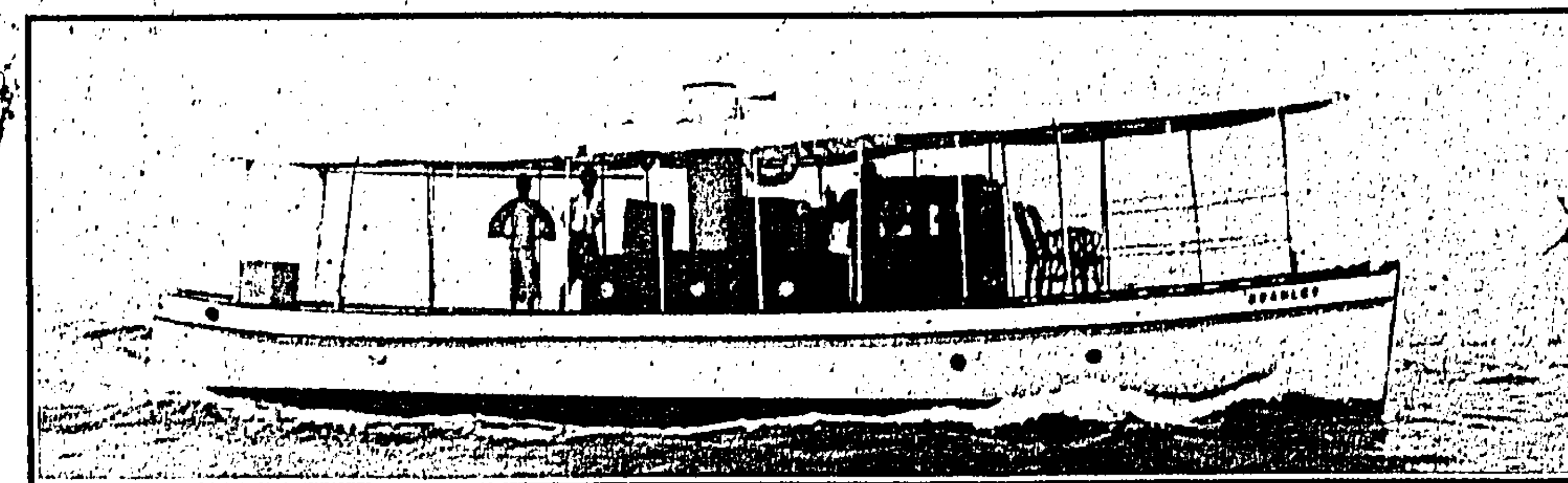
Snapped at the match in which the P.W.D. beat the Education Department by 22 shots to 19. (Photo: Mee Cheung).



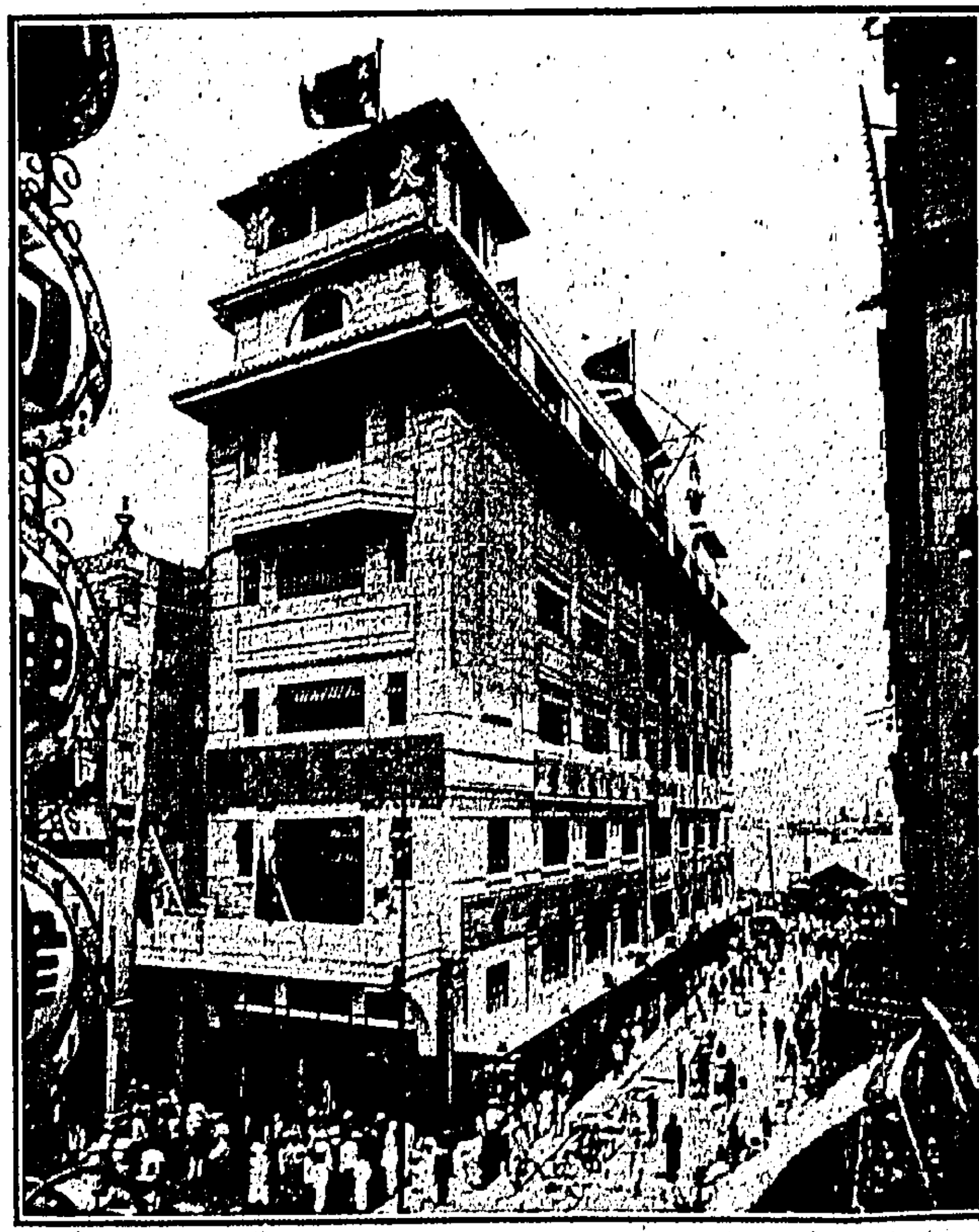
This picture shows the motor launch "Petreux I," built for the Asiatic Petroleum Co., Ltd. by the Hongkong & Whampoa Dock Co., Ltd. She is 75' long, and fitted with twin Gardner engines, each of 48 B.H.P. On her trials she did 9.15 knots and has proceeded under her own power to Foochow where she will be put in commission.



Top, a snapshot at the match in which Kowloon C.C. defeated Civil Service by four shots on Saturday; bottom, play in progress in the 2nd Division game between Kowloon Bowling Green Club and Club de Recreio, which the former won by 67 shots to 40. (Photos: Mee Cheung).



The motor launch "Swanley" undergoing her trials in harbour. She was built by Cheung Lee for Messrs. Wang Lee & Co. and is equipped with single screw 36 H.P. Gardner engine. She is to be used in carrying stores to ocean-going and coastal vessels.



This picture gives an excellent impression of the Sun Company's new premises in Des Voeux Road, photographed on the recent opening day. (Photo: Ming Yuen Studio).



DON'T THROW AWAY THAT SUIT

Many in worse condition have been restored to shape that gave them a new lease on life through our dry cleaning process! Not the old "dip and rub" method. Renovations made our way mean longer life for YOUR clothes.

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GUARANTEED PURE

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COLD STORAGE CO., LTD.



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From—

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Footwear
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KAYAMALLY
BUILDING.

LUNCH ABOARD AN AIR LINER.

"ANTI-AIR SICKNESS MENUS" ARRANGED.



With air passengers flying across the United States just like those who travel on trains, the newest problem in dietetics has arisen—it has to do with "anti-air sickness menus."

Passengers flying across the continent on at least one of the newly created air or combination air rail lines will even have their food picked out for them by experts.

Food, secondary as it might be considered to the items of time and safety, is so important that recognized leaders in dietetics are giving serious thought to this phase of the flight. The chief reason for a special diet is the possibility of air sickness, which is much akin to seasickness.

Experiment With Menus.

In order to avoid such unpleasantness, therefore, officials of every line operating through Kansas City and others planning to cross the country by other routes, are experimenting with various foods and menus to assure a pleasant and healthful trip to the passengers.

Over the "Lindbergh Line" which the Transcontinental Air Transport is soon to operate in co-operation with the Pennsylvania and Santa Fe railroads, Fred Harvey, head of the company that runs a string of railroad restaurants throughout the west, is submitting himself to food tests for the benefit of air passengers. Harvey is a pilot and aviation enthusiast himself, and personally scoffs at air sickness as something to worry about. But some passengers might not like the peculiar dipping and swerving of the ship, so he has considered them in his tests.

This line goes by rail from New York to Columbus, Ohio, thence by air to Wynoka, Okla., again by rail to Winslow, Ariz., and then by air to Los Angeles.

Served at Airports.

A competitive line going out to Los Angeles by rail and air, is that run by the Universal Aircraft Corporation, linking the New York Central from New York with planes from Cleveland, through Chicago and Kansas City to Garden City, Kas., and then by rail again to Los Angeles. On this line, no meals will be served aboard the planes, but light meals will be prepared for passengers at airports where the planes stop.

The Western Air Express, promoting a direct all-air route between Kansas City and Los Angeles, has for several weeks been testing various diets for its passengers. Under the direction of Herbert Hoover Jr., son of the president, M. J. Snyder, maître d'hotel, and Paul Kienzie, chef of the Hotel Baltimore, have been putting up individual box lunches



The picture above shows how lunch is served to passengers aboard one of the big air liners in the new U. S. transcontinental service, thousands of feet above the earth. Below is Fred Harvey, restaurant expert, who has been busy planning suitable menus for air travellers.

carefully worked out on their diet plan. Each box contains, besides napkins, paper dish and silverware, a sealed glass of iced tea with lemon, a thermos jar of lemon ice, a baked ham sandwich on white bread, with the meat thoroughly dried of its grease, a chicken sandwich of white meat with butter, an apple, a hard-boiled egg and a firm tomato.

That's the summer menu. For winter a different dietary will be worked out.

Fatty Foods, Taboo.

This menu is somewhat in agreement with that which Fred Harvey has tentatively decided on for the Lindbergh Line. Grease and fatty foods, such as fried pork chops and plain chocolate bars, are taboo. Light dishes, sandwiches, salads, desserts that aren't too rich have remained on his menu and these most likely will be the foods prepared for the passengers.

Heavy meals will be eaten on the ground, but even these will be chosen with thought for the passenger's comfort.

"We are striving," says Harvey, "for a selection that will satisfy the hungry and appeal to the fastidious and at the same time include foods, with the advice of medical men and dietitians, which will encourage the appetites of the squeamish ones not accustomed to air travel. The food above all must be easily digested and tend to overcome any nervousness or physical discomfort on the part of the passenger."

Light Refreshments Afloat.

Light refreshments to be served at it in mid-morning and mid-

afternoon between St. Louis and Kansas City and between Winslow and Kingman, Ariz., have been chosen with the same idea in mind. These may consist of lemonade, iced tea or bouillon and cakes or waffles.

Since the amount of food that can be taken aboard any of the air-planes is limited to about 50 pounds, including container, dishes and utensils, for all passengers, extreme ingenuity is required in preparing the menu. To allow more weight for food, special containers and utensils have been designed for the purpose.

The container has a compartment for trays to carry the food and another compartment for the silverware, dishes and napkins. The hot and cold drinks will be carried in thermos containers.

"A complete set-up will be made on portable tables aboard the planes," Harvey explains, "and served by the ship's courier in a manner approaching as closely as possible the atmosphere on the ground. We have endeavored to simplify the service as much as possible."

CARE OF THE DOG.

SOME USEFUL HINTS TO OWNERS.

Most of us realize the importance of keeping our canine pets in the best of health. It's so simple once you know the ropes thoroughly, and such a shame to see a good dog being spoiled through carelessness or neglect!

Don't give your dog food at any hour of the day. Let him have regular meal times, just like baby. A puppy should be fed three times a day until he is "grown up," after that twice a day is all right. Convenient hours for feeding are 9 a.m., and 6 p.m., giving a change of food at each of these meals.

See that he always has a plentiful supply of fresh water. Change this frequently in the hot weather; stale lukewarm water won't appeal to your pet, and it isn't good for him!

Flesh may be given, cooked or raw. It's a good plan to feed him on uncooked meat and broken-up biscuit three days a week, and the remaining four on cooked meat, using the broth for soaking the biscuit. Most dogs are also fond of fried meat.

Exercise your dog as frequently as you feed it. Let him have plenty of fresh air regularly.

AFTER SOUTH SEA BUBBLE.

RUSE TO OFFSET A RUN ON THE BANK.

Mr. W. Martson Acres, lecturing before the London Society, at the hall of the Royal Society of Arts, John Street, W.C., told how the Bank of England once experienced a "run" and how various subterfuges were devised to meet the situation. He was for thirty years an official of the bank, and he is now engaged on research work among its records and archives.

After the bursting of the notorious South Sea Bubble in the early part of the eighteenth century, said Mr. Acres, a crisis developed, and the bank had considerable difficulty in maintaining its credit. A number of ruses were resorted to in order to gain time for friends to rally to its support.

One expedient was to pay demands for cash in shillings and sixpences. Another was for the cashiers to pay large sums to certain friendly individuals who, by previous arrangement, went out at one door with their bags of money and returned shortly afterwards by another entrance to pay it all in again.

The process of counting the small coin when it was paid out and again when it was returned took considerable time and held off genuine would-be withdrawals. By such means the bank's store of coin was husbanded until the crisis had passed.

"The Old Lady."

The night military guard at the Bank dated from the time of the Gordon Riots in 1759. At first the City Corporation raised strong objection to what it deemed an interference with its control of the City and the citizens generally complained bitterly of the arrogant behaviour of the soldiers, who marched two abreast along the Strand, Fleet Street and Chancery, jostling and pushing people out of their way.

Various attempts had been made to account for the bank's nickname, "The Old Lady of Threadneedle Street." He thought it originated from a cartoon of that title, drawn by James Gillray in 1797. It depicted William Pitt endeavouring to obtain possession of the bank's gold.

Gillray probably got his inspiration from a speech made by Richard Brinsley Sheridan in the House of Commons in March, 1797, when Sheridan referred to the bank as "an elderly lady in the City of great credit and long standing who had unfortunately got into bad company."

MILLIONAIRES OF GERMANY.

RICH JUNKER-LANDED PROPRIETORS.

For the first time since the War a comprehensive view of Germany's millionaires has been issued by the financial department of the official statistical office. The time appears opportune in view of the discussion in Paris of Germany's ability to pay her reparations debt.

The pessimists are having it all their own way, presuming, as one may safely say, that these figures are correct. Taxes on capital are assessed very carefully, and rise automatically with the market value of land, the price of mortgages, or decontrol of rents. The German millionaire was, of course, a poor thing at the best times, compared with the dollar millionaire, and that most envied of capitalists, the very rich man in England. He can achieve the proud title with a capital of £50,000. The taxation figures for 1928 show that there are thirty-three capitalists owning more than £50,000 (pre-war 229); 140 capitalists owning between £250,000 and £500,000; and 465 capitalists owning between £100,000 and £250,000.

Berlin has Most.

Berlin possesses the largest percentage of millionaires, with 290 of these £50,000 and higher fortunes among its taxpayers. Hamburg follows with 112, Leipzig, a bad third with fifty-five, Frankfurt, and Cologne each possess forty-eight rich men, respectively. Munich forty-two, Dresden thirty-six, Chemnitz and Bremen each twenty-one, Hanover nineteen, Essen thirteen, Breslau twelve, and Wiesbaden ten.

This rather odd distribution of wealth is brought about by the fact that the rich industrialists rarely live on the spot where their money has been made. The Ruhr industrialist likes Düsseldorf, the Saxon manufacturer, loves Dresden. The great shipping millionaires do not willingly leave the ports. But the largest fortunes of all are owned by the great Junker-landed proprietors, who for a large percentage of the thirty-three multi-mark fortunes.

LATEST HOLLYWOOD GOSSIP.

JANET GAYNOR TO BE SEEN IN NEW ROLE.

Motion picture fans who are used to seeing pretty Janet Gaynor in quiet roles similar to those of "Seventh Heaven" and "Sunrise" are about to get a look at her in an entirely new guise.

In her next picture Miss Gaynor will drop her demure sedateness and become very much the dancing, singing gadabout.

An elaborate musical comedy, "Sunny Side Up," is being prepared for her at the Fox Films studio at Hollywood. It will have lots of music and lots of dancing, and story, dialogue and songs are being made ready by the famous team of De Silva, Brown and Henderson.

This will be a new venture for Miss Gaynor, who has not heretofore had a part of this kind—but Fox executives are confident that in her new role she will repeat her former successes.

The first full-length talking picture in a foreign language to be filmed in America is to be made by Warner Brothers with Alexander Moissi, famous German actor, in the leading role.

The play selected for this unusual venture is "The Royal Box"—a famous old-time play by Alexander Dumas, which was first presented in Paris in 1836 and which was translated into German a few years later to score a great hit in Berlin.

Playing opposite Moissi will be Camilla Horn, a recent importation from Germany. A number of celebrated German players have been secured for the supporting cast.

Incidentally, two scripts must be used in the production of this play—one in German, for the cast, and the other in English, for Director Bryan Foy. An interpreter has both scripts and checks up on the dialogue.

It begins to look as if Ina Claire, whose recent marriage to John Gilbert sort of upset Hollywood dopesters and even caused one young actress to pull a fake suicide stunt for the publicity there was in it, won't have much time to spend with friend hubby for the next few months. With her first film, "The Awful Truth," just getting under way, plans already have been made for the next one. It will be "Where Were You," and



Janet Gaynor.

will be adapted by Ernest Bujaldin from his play of the same title.

Other notes, picked up at this studio and that: Ruth Judding, daughter of the famous German actor, is an actress, too. She appeared in Emil's "Sins of the Fathers." . . . Joseph E. Shea is producing a synchronized film version of "Elmer Gantry," in which Edward Pawley will have the star role. . . . "Saturday's Children," the Maxwell Anderson play that had a long run on Broadway, is being filmed, with Corinne

Griffith the star. . . . The movies are going in for newspaper pictures, too, following Broadway's lead, perhaps. Anyway, Douglas Fairbanks, Jr., and Jolynna Ralston have been chosen for leading roles in "The Power of the Press," which soon goes into production. . . . William Wellman, who won no little fame when he directed "Wings," is to direct "Tong War," a new Paramount picture in which the principal feminine role will be played by Florence Vidor (Mrs. Jascha Heifetz). An important part in the picture has been assigned to Wallace Beery.

THE BEST—OR WORST?

EPSTEIN STATUE WHICH DIVIDES CRITICS.

Jacob Epstein, the American-born Englishman who seems to be either the world's best sculptor or the world's worst, depending on the point of view, has gone and done it again.

Epstein's latest work is a huge statue done for the new office building of the company which runs London's underground railway system. It is called "Night," and, like all of Epstein's other works, it has the critics divided and the general public bewildered.

The statue shows the gigantic figure of a woman, seated, with a man lying in her lap.

One critic remarks that this statue, "like all his work, will receive its share of abuse—and will survive to be admired by future generations."

Another, somewhat wrought up, declares:

"It has no psychological significance whatever. It is a great, coarse object in a debased Indo-Chinese style, representing a creature half-Buddha, half-mummy, bearing upon her face a corpse-like child of enormous size."

And Epstein himself says: "If the man in the street does not like the look of it on his daily way to work, he can always avert his eyes. In any case, the artist who considers the taste of the masses is a fool and is stillifying his own art. Why ask the opinion of the man in the street at all? In all beauty there is an element of strangeness, of unfamiliarity, which ordinary non-creative people find alarming. "In my Night there is a touch of the inhuman. That is appropriate to the vast, vague idea of night. You could not personally such an idea by an ordinary pretty human figure."

It's an Old Story. And so the argument stands. Meanwhile, Epstein is hard at work on a companion piece to this statue, which will stand beside it on the front of the building and will be called "Day."



This photograph shows the new statue, "Night," which has created such a sensation in London. Inset is its creator, the sculptor, Jacob Epstein.

Fusses of this kind are nothing new for Epstein. Indeed, this one is mild compared with some he has had.

Four years ago, for instance, admirers of the late W. H. Hudson, wished to erect a bird memorial in Hyde Park to commemorate him, and asked Epstein to make it. A wild war-whoop of attack and derision was let loose when Epstein's memorial was unveiled. There were demands that it be removed from the park. There was even an argument about it in Parliament. Some young vandals stole into the park one night and daubed the thing with green paint.

Epstein, however, stayed serenely unmoved. Similarly, his statue of Christ in

1920 raised a storm of protest. Many preachers were deeply offended by the figure, which was not at all like the traditional figures of Christ. The storm finally died down, however—and Epstein sold the statue for \$10,000.

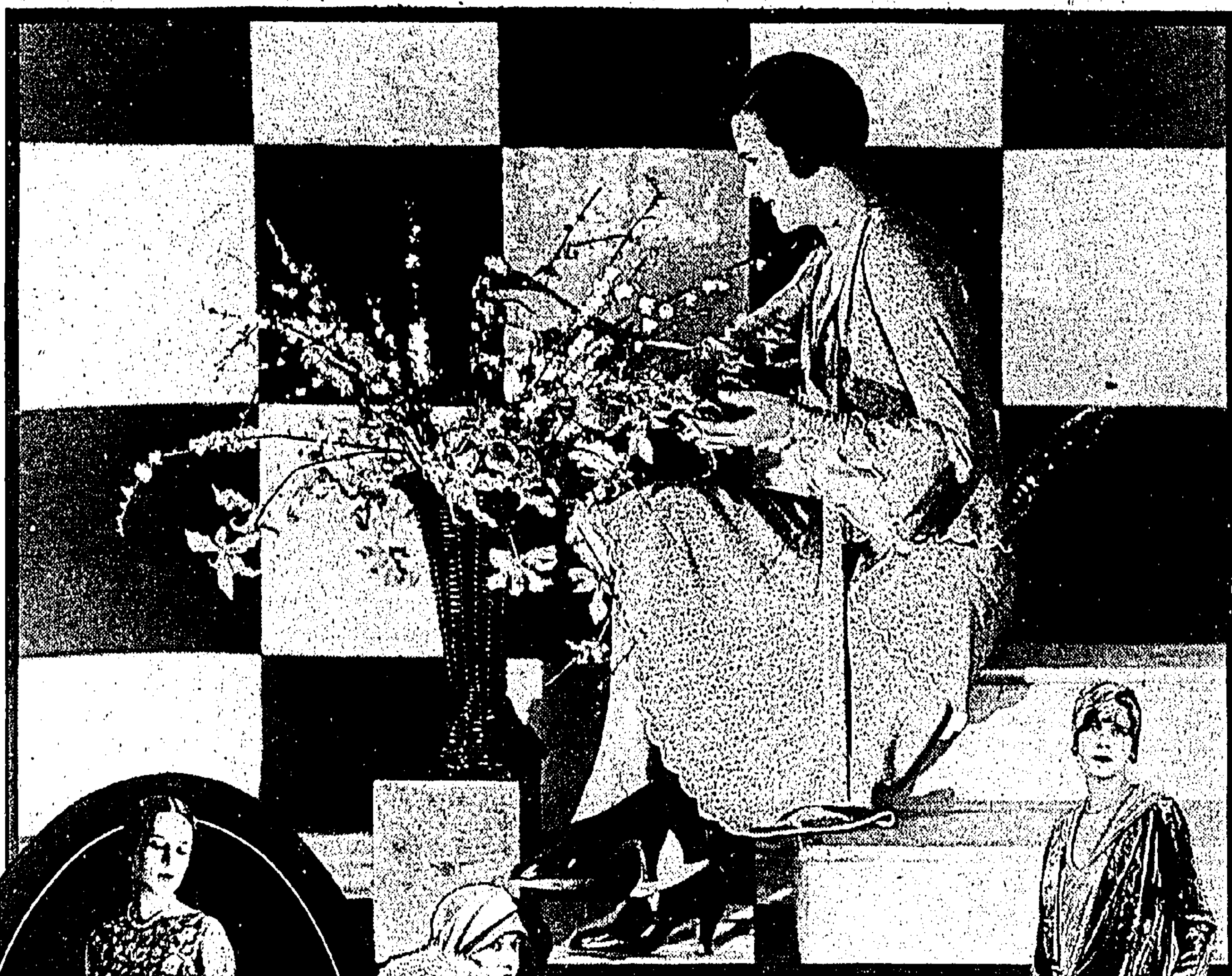
Epstein was born in the New York East Side in 1880, the son of Polish immigrants. Despite the poverty of his parents, he went through the New York public schools, and showed such talent in his art classes that a wealthy woman sent him to Paris, where he studied under the famous Rodin.

Completing his course of study, he elected to make his home in London, and in 1910, after he had become well established, he became a British citizen.



A new portrait of Billie Dove, one of the most beautiful actresses on the screen, who is starred in First National Pictures and one of whose latest pictures is "Careers" with Antonio Moreno and Noah Beery in the cast.

A Few of the Latest Vogues from Paris.



Luminous White Satin Evening Gown With New Bloused Waist, Swathed Hipline, Long and Full With Regular Hemline
—Philippe et Gaston

A Sheath of Black Crepe Satin Veiled With Wide Mesh Lace in Black and White
—Lenief

A Beige Brown Velour With Rolling Cuffs And Double Fox Collar
—Paquin

Sheer Figured Velvet In Two Shades of Gray On a White Background
—Philippe et Gaston

Figured "Lady Dress" In Blue, Gray and Rose Of Luxurious Sheen That Blends to Give Lavender and Rose Hues
—Bendel



Geometric Lines Are Used To Obtain Chic in This Golden Beige and Brown Transparent Velvet
—Bernard

WHAT the well-packed trunk brings home from Paris gives authentic information as to what's what in the way of clothes.

These items are new:

- 1—For evening Milady will wear satin, preferably.
- 2—For dinner, lace.
- 3—The correct daytime frock of unusual type will be transparent velvet, usually in printed pattern.
- 4—Coats favour soft, gentle fabrics, either nappy or smooth like becoming duvetyns, velours, soft homespun, broadcloth.

The full skirt is an established fact. Tiers are excellent. The bloused waist over a tight hipline is the season's contribution to the silhouette. This brings back to us girdles, sashes, belts, bows, buckles and corsages.

This is going to be a season of dressy daytime frocks, apparently. The time has passed when a sports suit will do either for a matinee party or a tea. One has morning tailors, to be sure. But one just must have some supply of "lady dresses" as the new, fuller, longer skirted frocks of softer line are called.

Evening gowns this season show less inclination towards the peacock silhouette, with short front and trailing back-line, but will be longer all around and full. Side fullness is likely to be the psychological treatment for extreme chic.

Colours for wear after the electric lights begin to play, seem to give white a good place, with off-white for those who wear it better. Other colours become stronger as winter draws near and those that promise to be a correct choice are golden beige and yellow golden, tea rose shades, vivid red, sapphire blue, flamingo and a new vivid blue.

At the left centre is shown a Philippe and Gaston evening gown of handsome fabrics and smart contrast. It is white satin, black tulle and touches of strass for the shoulder straps.

The décolletage is important for its yoked front with rounded neck and its dipping, V back-line.

This gown has the new bloused waist, the swathed hipline and the new, longer fullness, with regular hemline. The entire front panel is pleated black tulle, over white, which falls from the yoke, is caught by the girdle and flares to fullness thereafter.

The dinner gown in the centre of the page achieves distinctive chic. It is a Lenief model of wide-mesh black and white lace over a sheath of black crepe. Charmingly sophisticated is its bateau neckline, with tight, long sleeves, circular skirt with fitted hipline. A rose pink sash slips under the waistline to emerge blended with black satin in a pout bow, with long ends on one side.

The frocks that will be hard to decide on—because there is such a profusion of them—are the "lady dresses" for daytime wear after the hour strikes noon.

Transparent velvets they will be, in all likelihood. And probably printed. Tones in brow run the gamut. But browns are not the only smart colours. One finds charming combinations of blues, pinks and greys.

THREE such "lady dresses" are shown on this page. The Bernard model at the lower right is of two tones of brown transparent velvet, a soft golden-beige and dark brown and is fashioned with smart chic. Triangle, square and circular lines are used together to attain unusual smartness.

The square neckline—a new touch—has a very long triangular jabot swinging from the left corner of it, that ripples down almost to the full skirt's hemline. Two triangles of dark brown give striking contrast to the lower edge of this jabot, with similar triangles in the bloused front portion of the dress and above the cuffs.

The circular skirt is gathered and the rounding girdle has folds laid in it, all tending to give a graceful and luxurious aspect.

Another "lady dress"—the one at the extreme centre right—is a blue, gray and rose pattern, of luxurious sheen, and colours that blend to give lavender and rose hues. It is a distinctly "feminine" frock, with its finely pleated skirt, its bloused waist, its soft sash ends, gathered sleeves and lace touches.

The lace touches are of the finest needle-thread lace, pale cream over flesh chiffon. Tiny undercuffs of the lace fall gracefully over the hands from cuffs that fasten with blue pearl buttons.

THE third "lady dress," at the upper right, is a very youthful figured model, of delicate loveliness in its two shades of tiny gray flowers, posed on a background of white.

Three things are very new about this frock. The tiered skirt, scalloped edges, the basque and the flounced tight sleeve, a quaint and appealing style.

All of these scalloped flounces and the basque are lined with white, as is the little collar that ends in a small jabot also with scalloped edges.

Coats show a wide variety of fur trimming. Lucky the lady who has a beautiful fox nestling around her neck. For fox retains its popularity.

The coat shown on this page is a Paquin model, of beige-brown kasha-velour with fox dyed to match. Its sleeves are cut in one with the body of the coat, the cuffs roll back in a new and inspiring manner and the fox furs, with their heads in the back, fall loose in front, while the coat buttons up to the neck.

TO OUR READERS

We shall be pleased to receive photographs of interest for reproduction in this Supplement.

Hongkong Telegraph.

Pictorial Supplement

August 17th, 1929.

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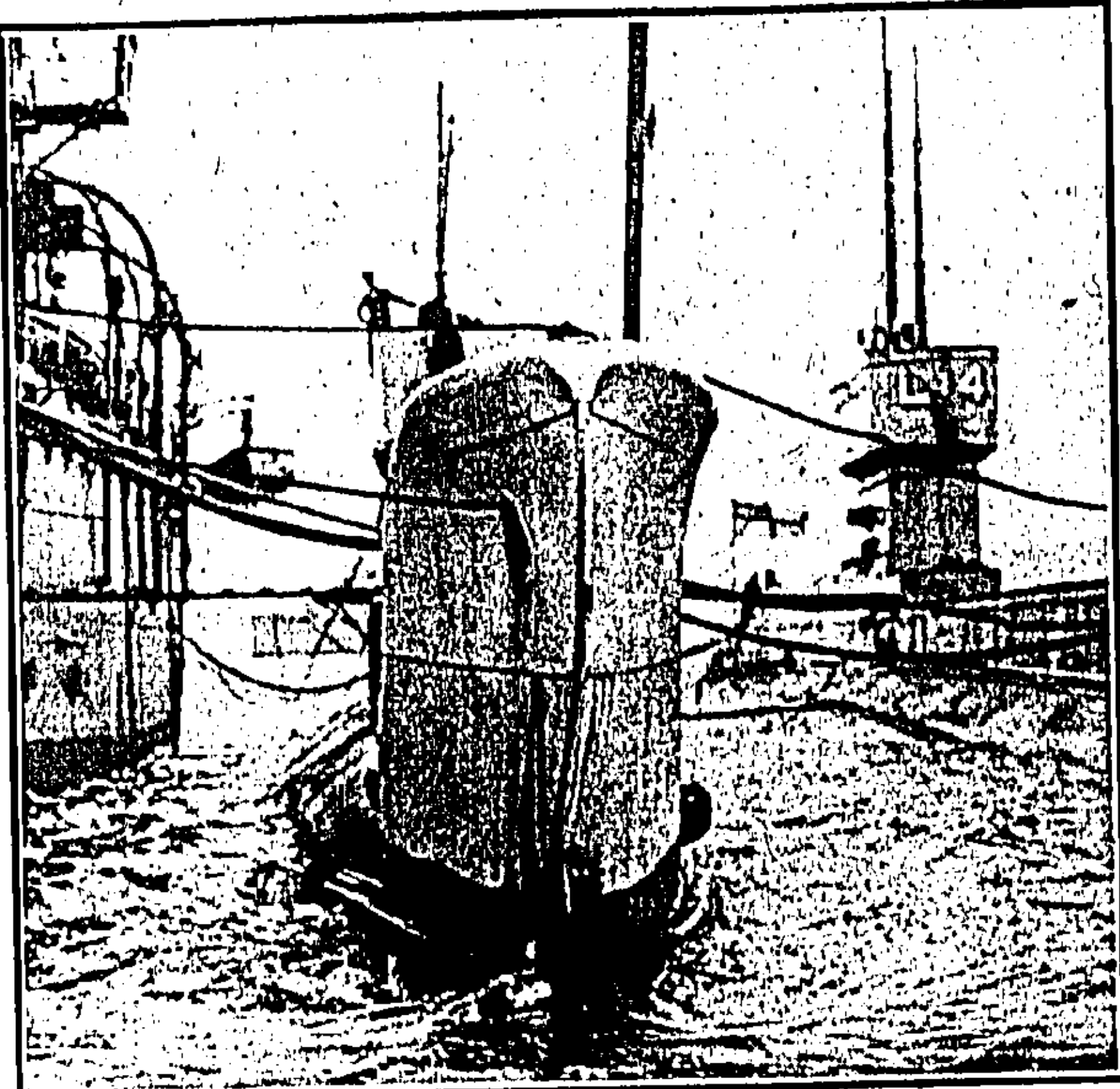
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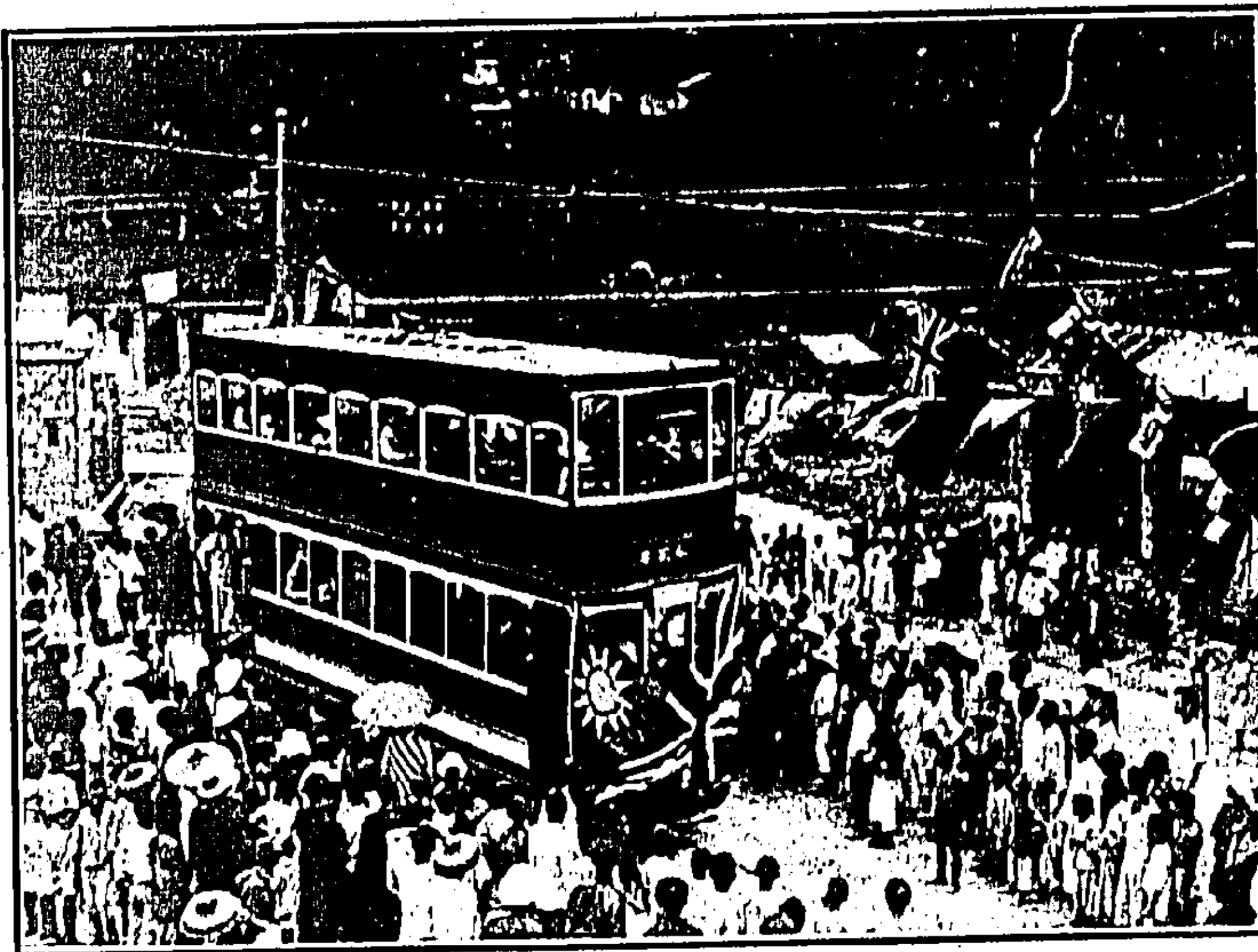
Alexandra Bldg., Hong Kong Des Vieux Road.



This picture shows the damaged bow of the British submarine, H.47, after her collision with the H.47. She was carried down forty feet after the impact, but was brought safely to the surface. (Photo: Central News).



The above picture shows an aerial view of the Taikoo Reservoir, which has been of much service in supplementing the Colony's water supply during the drought. (Royal Air Force Official Photograph).



There were gay scenes at Shaukiwan on Monday, when the extension of the Hongkong Tramways service was inaugurated. A Village Elder drove the first car, seen above. (Photo: Mee Cheung).



These sprightly young men are members of the Naval and Military Y.M.C.A. branch of the Health and Strength League. They are all very keen on the "Keep Fit" motto. (Photo: Mee Cheung).



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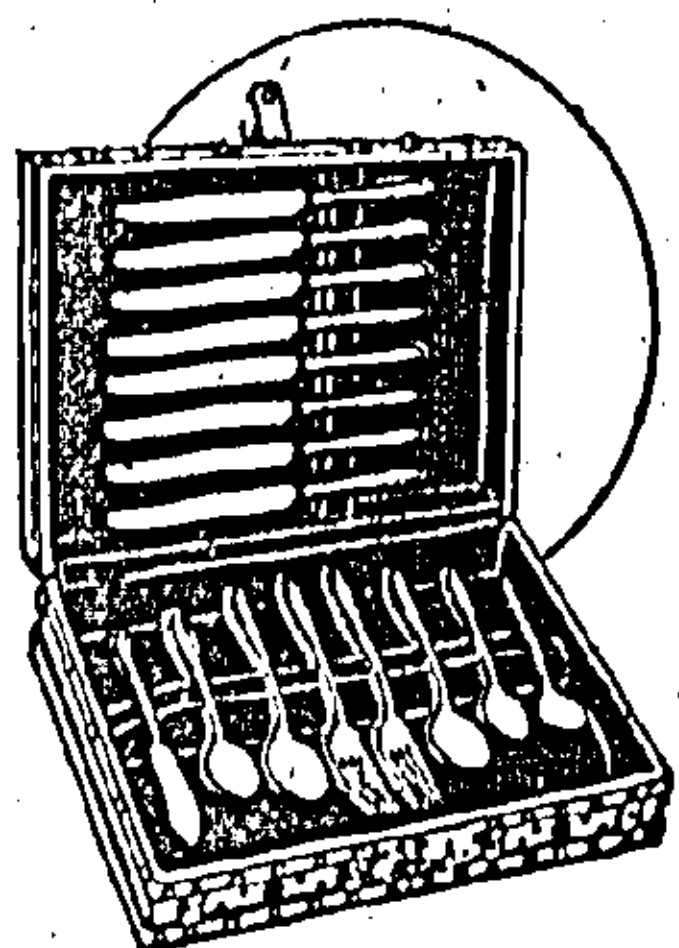
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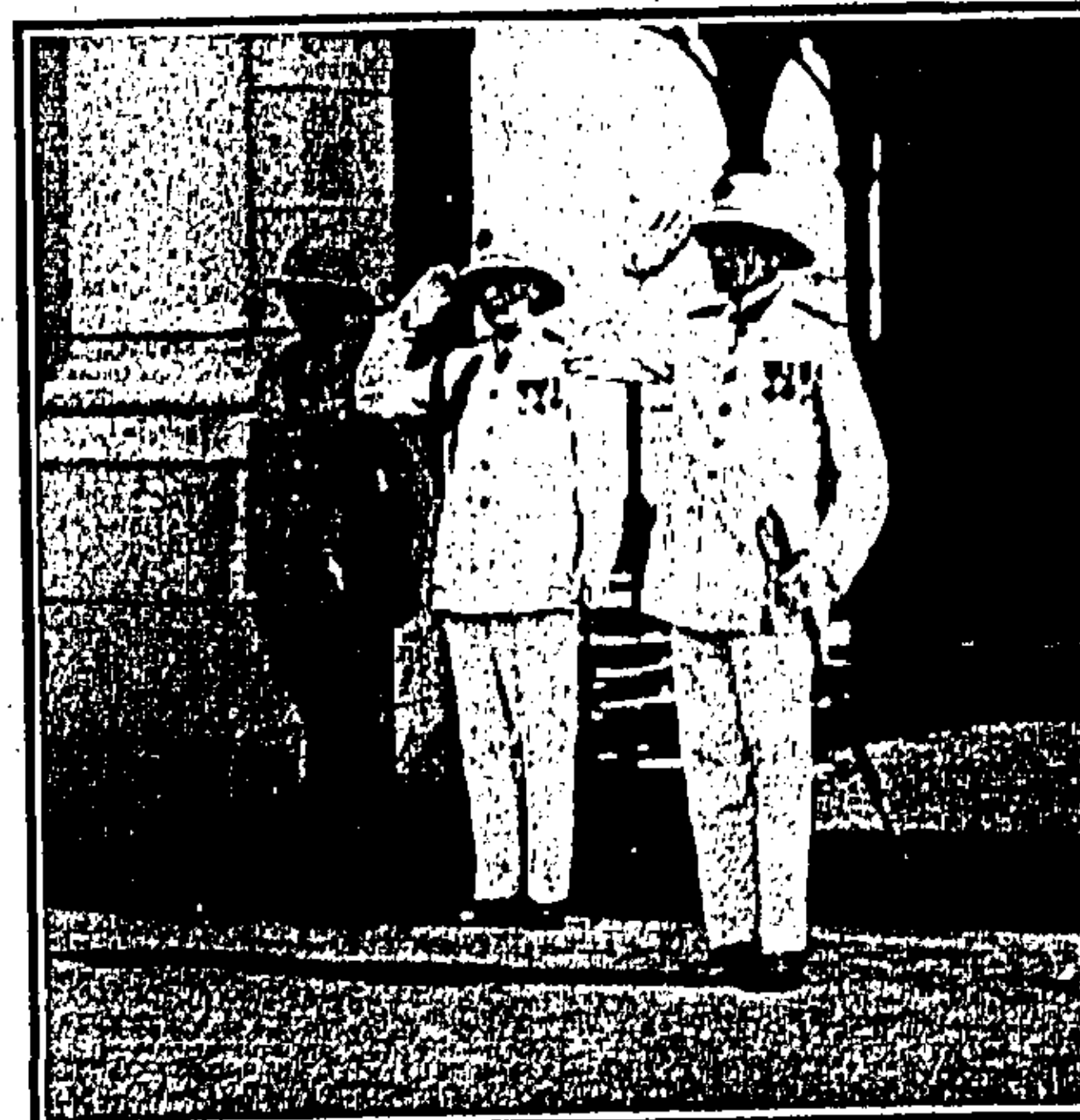
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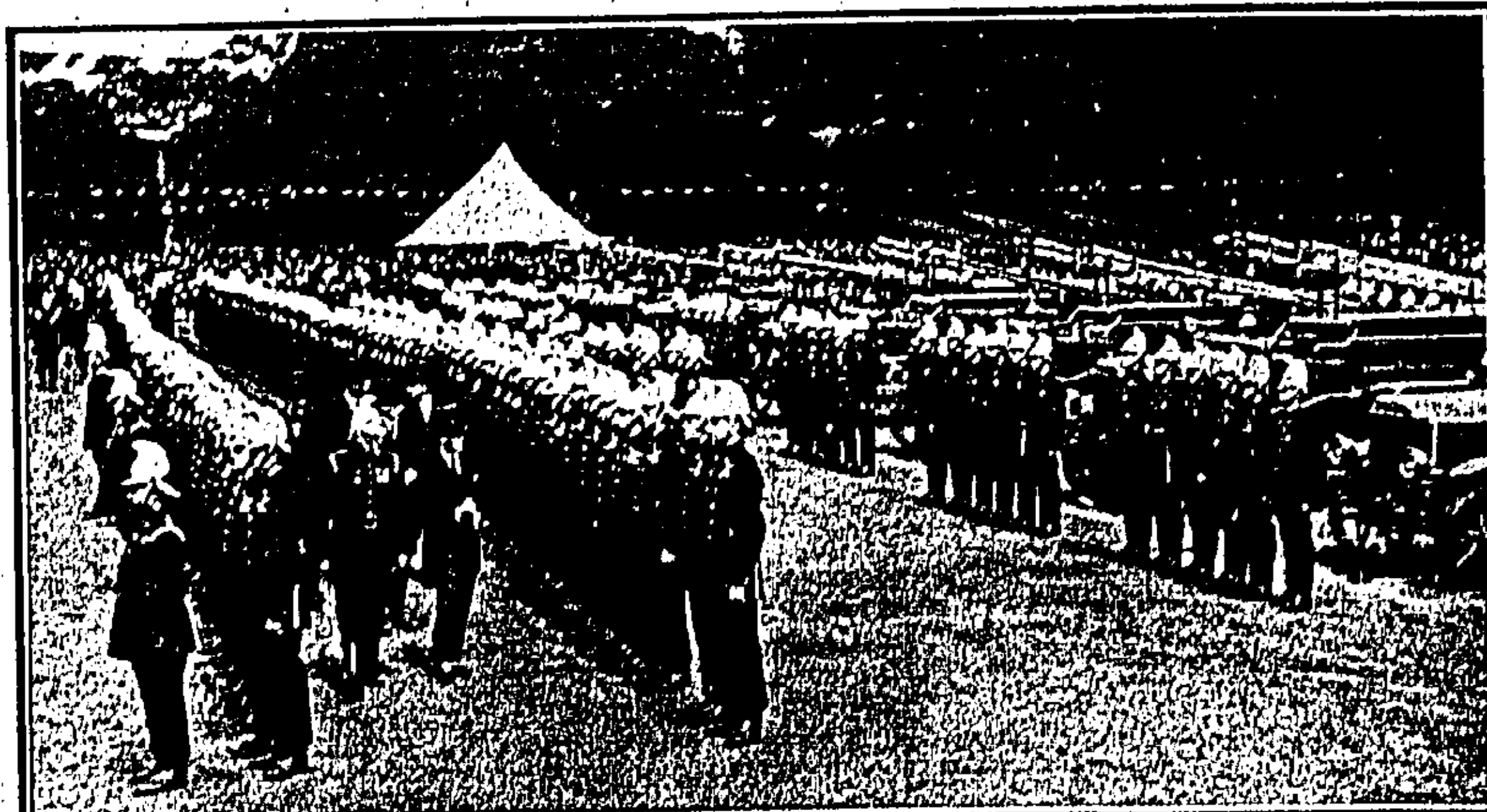
Vice-Admiral Mouget, Commander-in-Chief of the French Squadron in Asiatic waters, is here seen inspecting the Guard of Honour from the 2nd Battaillon, King's Own Scottish Borderers at Queen's Pier, on the occasion of his official landing on Wednesday. (Photo: Ming Yuen Studio).



Vice-Admiral Mouget (right) taking the salute on stepping ashore at Queen's Pier when he made his official landing on Wednesday. (Photo: Ming Yuen Studio).



Snapped on the "Raby Castle" on her trial run after being re-bottomed at Kowloon Docks. Left to right:—Mr. J. N. Owen (Dodwell & Co.), Mr. E. Cock (Kowloon Docks), Capt. Edwards, Mr. Chisholm, and Mr. H. H. Scott (Kowloon Docks).



H.R.H. the Prince of Wales is here seen inspecting the men of the London Fire Brigade at their annual display in Victoria Park. He was greatly impressed with their smartness in the demonstrations given. (Photo: Central News).

Whiteaways

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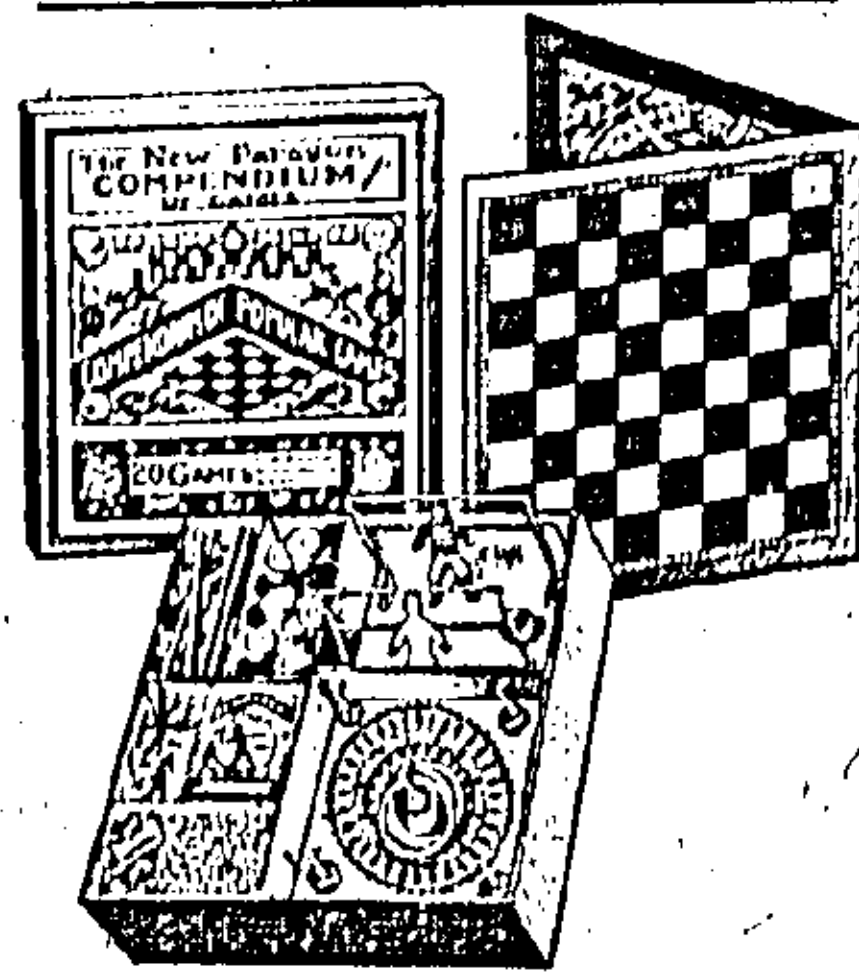
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WHITEAWAYS STANDARD VALUE

MOTOR NOTES FROM GREAT BRITAIN.

[Special Report to The Hongkong Telegraph by R.A.C.]

The Victory at Le Mans.

One of the finest things that has ever been given to the British motor industry was the Bentley performance in winning the 24-hour Grand Prix d'Endurance International road race at Le Mans for the third time in succession. In addition to filling the first four places in the race the same make won the Rudge-Whitworth Cup for the first time in Britain.

In the Grand Prix, the winning car was the 6½ litre model driven alternately by Captain Woolf Barnato and H.R.S. Birkin, which covered the remarkable distance of 1,765 miles in the 24 hours at the record speed of 73.6 m.p.h. The other three Bentleys were 4½ litre 4-cylinder models, one of them being the original car which first ran at Le Mans two years ago and crashed, then won the Montlhery 24-hour race and subsequently won last year's Le Mans race.

As this race is continued throughout the hours of darkness the question of lamps is of the utmost importance and it is to be noted that the victorious Bentleys placed their faith in Lucas high power mirror projects. In these lamps there are two reflecting surfaces, an optically ground and polished mirror and a parabolic reflector giving a magnificent high power light which carries a tremendous distance ahead and floods the width of the road near the car with a more diffused light.

89 M.P.H. For 24 Hours.

The magnificent victory at Le Mans coming so soon after Mrs. Victor Bruce's single-handed 24-hour run with the "½" Bentley at Montlhery is rather apt to overshadow it, but actually, of course, it was a very fine achievement. The car covered 2,149.68 miles and averaged 89.57 m.p.h. for 24 hours, taking the 3,000-5,000 c.c. class record from the Chrysler. The track is unlighted and Mrs. Bruce's car was entirely dependent on its own Smith's lighting set for illumination during the night.

More Supercharged Models.

In its very instructive comments on the Grand Prix d'Endurance only two finished and of the two only one, the Lea Francis had its supercharger permanently in operation.

Nevertheless, the number of supercharged cars to be seen on the roads is steadily increasing.

One of the most interesting is the new Arrol-Aster 17/60 h.p. single sleeve valve six-cylinder supercharged model, which has been brought out recently, rather as a special job for those who require a sports performance with all the comfort and ease of driving an ordinary standard "Six". The sleeve valve design incorporates the new wobbleshaft which has eliminated the disadvantages hitherto inherent in the sleeve valve engine. Altogether the performance of this car should be worth watching.

For Distinguished Owners.

It is always interesting to note the choice of cars of distinguished persons and there is particular cause for satisfaction when British makes are selected by foreigners.

Thus, "Isoper & Co., Ltd. who have been responsible for the coachwork of so many cars for the Royal family, has been honoured by H. M. King Farouk of Egypt with an order for a Hooper enclosed Limousine on a 40/50 h.p. Rolls-Royce chassis.

H.R.H. Prince Arthur of Connaught has for a long time been a user of Humbers and he has now ordered his third, a 20/65 h.p. limousine. It is to be standard throughout except that a flag holder will be fitted and there will be a cross bar between the lamps to carry various badges.

To the list of prominent people who have recently taken delivery of Hillman Straight-Eights must be added the names of Lady Haig and Sir Harry Verney. Earl Haig had great confidence in Hillmans and owned several during his life time. Sir Harry Verney is Private Secretary to H.M. Queen Mary. The Hillman works are now in full production with the Straight Eight model and the distinctive radiator with its thermostatically controlled shutters is to be seen in ever increasing numbers on the road.

What is Yours?

It is curious how various ways of describing types of cars come into vogue. Nowadays it is the habit to refer to the small cars by their horsepower, such as the Austin 7 or Standard 9, whereas when

speaking about their larger brothers, with six-cylinders, they are almost always referred to as the "Six" and so "Six".

This led to an amusing incident recently when a non-motorist was contemplating the purchase of a small 7 h.p. car. A friend mentioned casually what a fine car the Standard "Six" was and the neophyte at once went off to the local agents to see this model, thinking that it was one less than the "Seven" it might suit him even better as regards garage accommodation. His surprise when he saw the Standard 15 h.p. six-cylinder model may be imagined.

After the T. T. Races.

Now that the Tourist Trophy Races in the Isle of Man are completed it is possible to review the results and study the lessons presented. These races subject a machine to the most punishing test possible, for not only is the engine tried, to its utmost capacity but every other part of the machine—frame, gearbox, clutch, brakes, magneto, chains, controls—everything down to the last nut and split pin is tested in a like degree. Specially prepared as these machines are they provide information for the makers the results of which are woven into the standard products sold to the great motor cycling public.

Once again the results generally reflected the amazing reliability of the modern British motor cycle while perhaps the most remarkable feature of the Senior Race was the excellent performance put up by the 350 c.c. machines in competition with their more powerful brothers.

It may be wondered why the Ariel people do not enter their machines in the T. T. races, but while they realise their importance they have made it a definite rule not to enter, preferring to carry out their own private works tests and road reliability tests, which they find enable them to supply machines possessing the utmost reliability at low cost. The preparation and entry of motor cycles for the T. T. races are very expensive items in any manufacturing programme and the Ariel Co. prefer not to saddle their production costs with the additional expense.

It is significant that the A.C.U. selected six Ariels, some with sidecars, for the use of its officials in the Isle of Man.

Showing the Flag.

Matchless machines have been doing well overseas. In the "Tour of Italy" a Reliability Trial over a distance of 1,000 kilometres, M. Bogliolo on a model V/2 obtained the Great Gold medal for the best

performance in the trial. With the same machine this rider also took part in the Grand Premier Lampo, a trial over 430 kilometres and again proved victorious making the best performance in the 500 c.c. class.

In South Africa Mr. B. Hayter, riding an absolutely stock Model V/2 Special in the Beaconhurst Hill Climb at East London put up the fastest time of the day and was also the outright winner on handicap.

Transport in Agriculture.

Every year the Royal Agricultural Society of England's Annual Show attracts more exhibits from the leading commercial vehicle manufacturers which is not surprising considering how closely agriculture and transport are bound up together.

Among the motor vehicle exhibits at Harrogate this year is a Thornycroft Type 'A 3' six-wheeler, which is already well known overseas as many hundreds of this model are in service under conditions of climate varying from 30 degrees below zero in Northern Canada to 130 degrees in the shade in the Sudan. This particular chassis embodies a patented rear bogie suspension system which allows the axles to tilt without stressing the springs.

A useful type of vehicle is the motor horsebox mounted on an A.E.C. Reliance chassis. This has a low loading ramp on the offside and an exit ramp at the rear. Behind the horses the partitions are faced with 20 gauge motor panel steel, coconut fibre mats are provided for the horses foot and the main portion of each stall is provided with removable semi-inelastic rubber mats. The main compartment can be used as a loose box if desired and the design certainly marks a step forward in the safe and comfortable transport of bloodstock.

Possibly the Albion exhibit of the greatest general interest is the 30-cwt. high speed model, which in the few months that it has been on the market has proved a most successful seller. Already a large number of important concerns have purchased this type including the London & North Eastern Railway, Messrs. McVitie & Price Ltd., Dairies Ltd., White Horse Distillers etc. The sturdy built unit construction engine and gearbox having unusually large bearing surfaces throughout, ensure reliability and high mileage between overhauls.

For the transport of difficult loads the Latil 5-ton low-loading chassis lends itself admirably. Power is transmitted to the front wheels only and the drive is taken through universally jointed driving shafts to the external toothed final reduction gears which are mounted in oil-tight casings on the front axles. The frame is dropped immediately behind the driver's seat thus giving an exceptionally low line which would not be possible with driven rear wheels. Actually the top of the frame when loaded is under 2 ft. from the ground.

A Battery for Overseas.

The selection of the most suitable type of battery for use with commercial vehicles overseas was at one time a difficult problem, but it has now largely been solved by the inherent advantages of the C.A.V. NIFE Nickel Iron type. The cell cases and plates are of steel and vibration and hard usage have no ill effects. This battery has practically no self discharge and will stand for long periods without loss of capacity and another point in its favour is that it is practically fool proof. No technical knowledge is essential and anyone quite unversed in such matters can easily follow the instructions issued by C. A. Vandervell & Co. on maintenance and the preparation of the electrolyte. In use no attention is required beyond occasional cleaning and replenishment of the electrolyte lost by evaporation.

Fire Insurance and Public Service.

The London Fire Brigade nowadays is more than a mere fire fighting machine; it is also a huge life saving and rescue service operating throughout the Metropolitan area.

The latest addition to its equipment is a powerful Dennis tender equipped with a self-contained generating plant for operating three electric floodlights. As suppliers of over 150 fire-fighting machines to the London County Council Dennis Bros. have an intimate knowledge of exactly what is wanted.

Three cable drums are fitted to each tender and each is designed to accommodate 100 yards of cable. The floodlights are constructed of aluminium alloy castings and gunmetal and are designed to house a single piece super Geconay silvered glass reflector for use with a 500 watt standard Osram gas-filled lamp. A special quick focusing system is incorporated. The whole of the electrical gear was designed by the General Electric Co. and the tenders are undoubtedly a valuable addition to the finest fire-fighting organisation in the world.

The commercial motor vehicle is playing an ever increasingly important part in almost every branch of public service to-day. Particularly does this apply to Public Cleansing, where mechanical street cleansing and refuse collecting is resulting in cleaner towns and lower rates,

ITALIAN ROYAL TRAIN.

Fine Work by Fiat.

LAVISH DECORATION.

The railway section of the Fiat Company recently delivered to the Italian State railway a new royal train, the greater portion of which had been built by them. This is the first royal train to be constructed entirely in Italy by Italian labour and is a fine piece of work doing justice to the artistic reputation of the country.

Of the four coaches comprising the train, three have been built in the Fiat railway department. They comprise a coach for the King, a coach for the Queen, and the dining saloon. Externally, there is little beyond the royal coat of arms on the panels to indicate that this is anything more than an ordinary international train. The steel panel coaches are 29½ feet long and 8½ feet wide and are fitted with several kinds of braking systems and lighting equipment so that they can be run over any European railway system.

Lavish Decoration.

The interior of each compartment has been lavishly and artistically decorated, all the tapestry carpets and leather panelling being entirely hand worked. The predominant colours are blue, yellow and ivory. Each coach contains a small vestibule, a sitting room, a bed room, toilet compartment and cabins for members of the King's personal suite.

The dining saloon contains a massive 20-foot table. The ceiling is decorated with the Royal coat of arms and the armorial bearings of the principle Italian Orders of Chivalry, intermingled with designs of fruit and grain, signifying abundance and prosperity. There is telephonic communication throughout the train; as well as a system of electric bell calls.

NEW OLDSMOBILE.

Pressure Lubrication.

AN ADDED FEATURE.

From an engineering standpoint one of the most advanced features incorporated in the new Oldsmobile is the addition of pressure lubrication direct to piston pins. This full pressure lubrication has heretofore been a characteristic of high priced cars.

The necessity for a perfect system of lubrication can readily be seen when the results of rubbing two pieces of metal together is considered. In the Oldsmobile engine each of the six pistons makes 3,000 up strokes and the same number of down strokes in the cylinder each 60 seconds when the engine is generating 62 horse power at 3,000 revolutions per minute. This means that a piston travels the equivalent of 2,061 feet per minute.

This rapid movement of metal on metal is found on other vital parts of an automobile engine. These include crankshaft and camshaft bearings, piston rod bearings and piston pins. All complete their cycle of action with every revolution of the engine.

The only protection these rapidly moving parts have against friction is the microscopically thin film of oil which separates the two pieces of metal from direct contact. The moving parts of a finely built motor are fitted with a clearance of only a few thousandths of an inch, therefore, oil should be forced into the bearing under pressure to assure that the proper lubricating film is maintained, say the engineers.

In designing Oldsmobile's lubricating system the engineers followed the best accepted practices although this increased the manufacturing costs. A gear driven pump, located at the bottom of the crankcase so that it is always primed, draws the oil through a mesh screen and sends it under pressure through a distributing main.

From this main the oil is forced to the four crankshaft bearings, camshaft bearings, through the connecting rods to the piston pins and through to the timing chain, oil filter and oil pressure gauge. Heretofore it has been the practice in cars of medium price to lubricate the piston pins with the oil spray thrown up by the revolving parts. This method has been changed in the 1929 Oldsmobile by drilling a hole through the entire length of the connecting rod so that the oil forced into the main bearing is carried under pressure direct to the pins.

It is satisfactory to find that British manufacturers are supplying not only to towns throughout the Empire but also in Europe. Karrier road-sweepers, for instance, are to be found operating in Bergen, Berlin, Budapest, Cologne, Gothenburg, Hamburg, The Hague, Oslo, Rotterdam and Warsaw, to mention but a few.

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Women Only.

London women who drive their own "lunchbox cars" have gone a step further and established their own garage. This is for the use of women motorists only, and is combined with a club devoted to feminine needs, including writing, dressing, and changing rooms.

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A loosely stretched fan belt will render efficient service and will greatly outlast one which is too tightly stretched.

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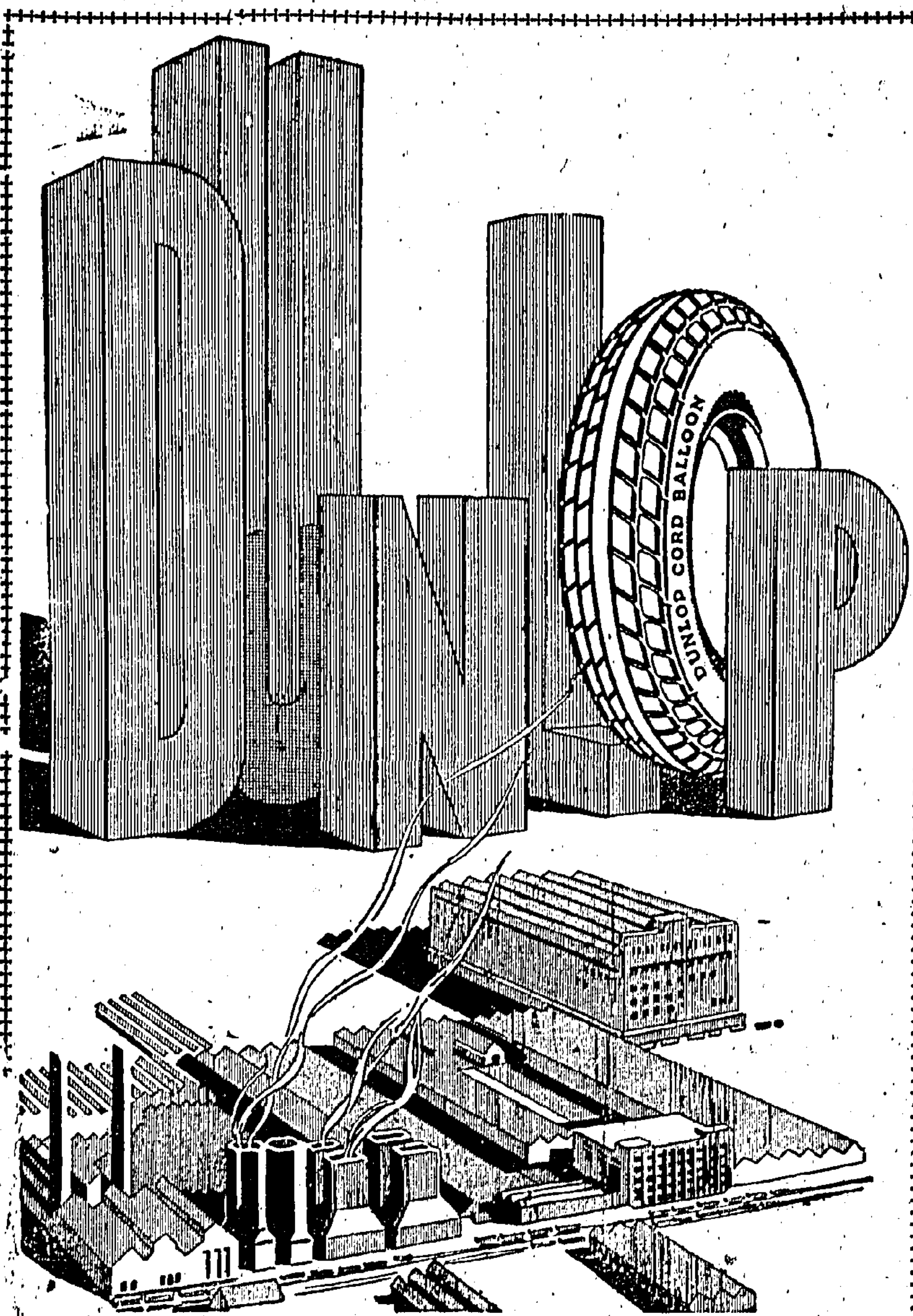
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THE FINEST ENGLISH RACE.

Dramatic Struggle Against Italian Car.

DRIVERS' STORY OF CONTEST.

A Bentley, driven by S. C. H. Davis, was second in the double twelve hours race at Brooklands last month. Incidentally a team of four Bentleys have since been placed 1st, 2nd, 3rd, 4th in the French Grand Prix.

Below will be found Mr. Davis's story of his Brooklands race against Ramponi's winning Alfa Romeo, a story told in "The Autocar."

A driver's narrative of a race in, and can only be, personal, just one

man's experience out of many, and by no means necessarily the most exciting at that. Without the slightest wish to suggest that the methods adopted are necessarily the best, it is exceedingly difficult to avoid a tinge of the pedagogic. But as comparisons are always interesting, it is difficult to leave out one's method of doing things, if only just for the amusement of other drivers.

First of all I think it was in every possible way a magnificent race, not because Brooklands track is an interesting place to drive on, but just because of the intense excitement of the battle between my team and the Alfa Romeo, and the particular fight between that splendid sportsman Ramponi and myself.

The Friday's show was interesting only in a minor way, because team tactics made twelve hours just a succession of sprints for position. But at the end of them our strategic plan was proved sound for the real danger then lay with Ramponi and Ivanowski, or with the Salmons; the Rileys had been dangerous, and would be more so in their next race; so far our (the Bentley's) charts were accurate. Moreover, No. 6 was in capital condition, just about ripe, that is, good for 4,000 r.p.m. at need, and with heaps of brake adjustment in hand. It had run extraordinarily well. It consumed rather more tyres than we had anticipated, but it was as steady as a rock at 104-105 m.p.h., and one cautious experiment showed that it would go up to 107 m.p.h., and even more, if required by the signals from the pit.

Then it rained. The start on the Saturday was beautifully exact. We had arranged beforehand certain things which helped the engine enormously, and the car was ambled round at 2,000 revs. on top, until my mechanic Head's signals to the pit showed them that the temperature and oil pressure were right and the pit signal told us to get on with the job. Thereafter we could open up and the car really began to move, everything running like a clockwork mouse, and the revs., cut-off point, and change up varying exactly in response to pit signals.

Then it began to rain. There is nothing I loathe more than rain, and what had been a quite comfortable and enjoyable ride became depressingly exciting. The first intimation of this excitement was a front and rear wheel slid which ended with a bump into the sand-bank, shot a huge cloud of sand into the air and into the car—I swallowed a lot—but did no damage other than to remove our starboard accumulator box lid, which was already loose. The trouble was that the Byfleet banking was much drier than the turn, and I hadn't realized how hard it was raining, so, rather stupidly, was caught napping.

An Uncomfortable Job. From then onward we seemed to have skids all over the place, and as all the small cars promptly

came up the banking for safety, matters became unpleasantly congested, and I had to cut out at the end of the pits instead of under the bridge across the finishing straight. This was annoying, as relatively, the Alfa were not so much affected.

Fortunately, the rain gave up its fell work just when I was wondering how the deuce one could drive without being able to see through the windscreen or round it, and when every other car had such a backwash of spray that all you could see of it were the crew's heads. Anyhow, we had lost a lot of valuable time, but we made up some of it on relling at the pit, and went up a little in revs. as well.

A Fine Battle. Curiously, it was not as fast a day as the Friday, for the wind had shifted, and, whereas we got 3,500 r.p.m. at the end of the mile timing box on Friday, we could only get up to that near the end of the Byfleet banking on Saturday.

Then there was another joke. For tactical reasons I took on an eight-hour spell, after six hours of which Head and I felt desperately hungry, but had nothing to eat on board except throat lozenges, which are unsatisfactory as food, though good enough for the arid dryness which afflicts every driver after a time. Naturally, when we stopped at the pit the second time a drink was worth a king's ransom, but due to my having no voice left, nobody could understand what I wanted. Eventually I croaked "Water," and was instantly handed the disgusting jug which we used for refilling the radiator; thereafter I gave it up as hopeless. Meantime we were getting where we wanted, save that at eighteen hours we had not got the lead as we had hoped to have, and we only headed Ramponi at nineteen hours, but that seemed satisfactory, and the run so far had been good, hard driving, really worth while.

An Unpopular Relief. A little after the twentieth hour we were called in and relieved, and were not as pleased about it as a well-disciplined crew should be, because I was just feeling comfortable, and Head, though hungry, would go on for ever. In any case, it would not have been fair to Gunter, whom I had already robbed of most of his legitimate share of enjoyment, and who was driving a capital first race and taking things seriously, exactly as ninety-nine drivers out of a hundred do not. And he had a rotten spell, for a tyre collapsed on the turn. That was an awful moment, since the machine was much overdue, and most of us in the pit were nearly sick with apprehension before it slipped in slowly with a hairy caterpillar of loose cord on the near rear wheel rim.

In the meantime, Ramponi had been going well, and was quite a way ahead on formula with less than two hours to go. Then I received orders which resulted in the finest battle I have ever had bar

none as we took over for the last exciting spell.

Banking a Sheer Joy.

Worthily did No. 6 respond. On the Byfleet banking the needle went up steadily, 3,200, 3,400, 3,500, then off the banking at 3,760, 3,800 (about 107 or 108 m.p.h.). Down the finishing straight to the bridge the great car was alive.

Just beyond the bridge I cut out, braked heavily, turned a little, accelerated, changed to third, then gradually opening the throttle, went straight through at 2,800, about 60 m.p.h., to complete the turn high on the banking, gathering speed by driving down the slope at once. It was like a climbing turn on a fast plane.

Thus we continued round after round, and as the car settled down to real speed we watched out for the little red Alfa, and, with lap scorers and watch, estimated our gain as we ran. It really was rather wonderful. Head signalled the oil pressure regularly to the pit, we crunched as low in the car as we could, tilted the two little scooters to an acute angle, and the turn on to the home banking became sheer joy.

Critical Moments.

There was no time now to be extra cautious in passing people; we had to get through, whether things were close or not. How I wished that mechanics would look back as the Bentley came down the straight at 108 m.p.h. between other cars and the railings. One just hoped these other cars would not swerve!

Ramponi was going great guns, too, for the signal at his pit stood in the faster position round after round with his initial "R" below it. It was fine to see him use his head to take every advantage. Never for a second did the red Alfa get in the way; always he or his mechanic signalled us to pass, and, as we passed, desperately he tried to tuck in behind to get our slip stream and be "towed." If I passed just after the turn he could do this all the way to the Byfleet banking and drop off exactly as we reached 102.

On my part I tried, sometimes successfully, to go to the very top of the banking and shake him off in that way. On the sandbanked curve we really did—it is the first time I have seen this—corner as they do in pictures, all four of us in the two cars leaning right out and taking it all we knew. Gradually we overtook the Alfa the right number of times, and matters were looking hopeful when some confounded person—quite rightly from his point of view—signalled us in because our loose bonnet clip allowed the side of the bonnet to lift a little, though, lifting, it was fully secured by the strap, and there is no regulation requiring bonnet clips. That entailed one slow lap, a stop to refix the bonnet clip, one standings-start lap, a beastly waste of time at such a crisis.

Accumulator Box Broken.

But Ramponi had his troubles, too, for the Alfa Romeo's accumulator box broke loose, and for two rounds we passed the little car stationary at its pit. The eighth round me up to such extent that I took the corner at 3,000 on third and nearly scared myself into a photographer who leaped calmly over the banking top and fired a camera within what seemed two feet of my face.

Then came another bother. With an hour more to go I discovered a white strip on the tread of the starboard rear tyre, which one could see clearly by looking back as we accelerated after the turn. It was not a nice sight. But anyhow, we couldn't possibly stop or slow if all the tyres had gone funny; and I had an odd feeling that it would last.

I hoped, "W.O.," the team Patron, wouldn't see it, and wished like blazes the pit would show the "all out" signal. It would make no difference to the tyre, anyway, and the constant repetition of "O.K." didn't seem to meet the situation, as we calculated things from the car while Head fed me with bull-eyes of a particularly vicious brand. We even got to 3,900 down the straight, which is most inspiring, but orders are orders, and 4,000 was left alone.

Just Lost.

Half an hour from the finish—it seemed an impossible time—the oil pressure gauge went to zero on the banking, flickered, went to 20 at 3,400, flickered again. Five rounds later its maximum was ten—we were running out of oil, and Head had already let in the reserve supply. Well, if we burst, we burst, but at all events we never halted.

Ten minutes from the end we did not know whether we had caught the Alfa enough times or not, the tyre looked bad, the oil gauge reading was intensely depressing. Five minutes from the end—and each second seemed an hour—I thought it would be just racing luck if we cracked up then, had another bull's eye and wondered whether I should ever be able to sit down again.

Then, at last, the chequered flag, a puff of smoke on the right, and, as we throttled down, the bang of a maroon high up. We had finished; it was a great moment. When we reached the pit I had a look at the tyre, and it didn't seem so good; then, after the usual photographic stunts, went off to see Ramponi just in time to hear that he had won and we had lost by no more than 200 yards each hour.

He thoroughly deserved it, and we had a most interesting talk over things that only he and I know in all the world about those last two rounds.

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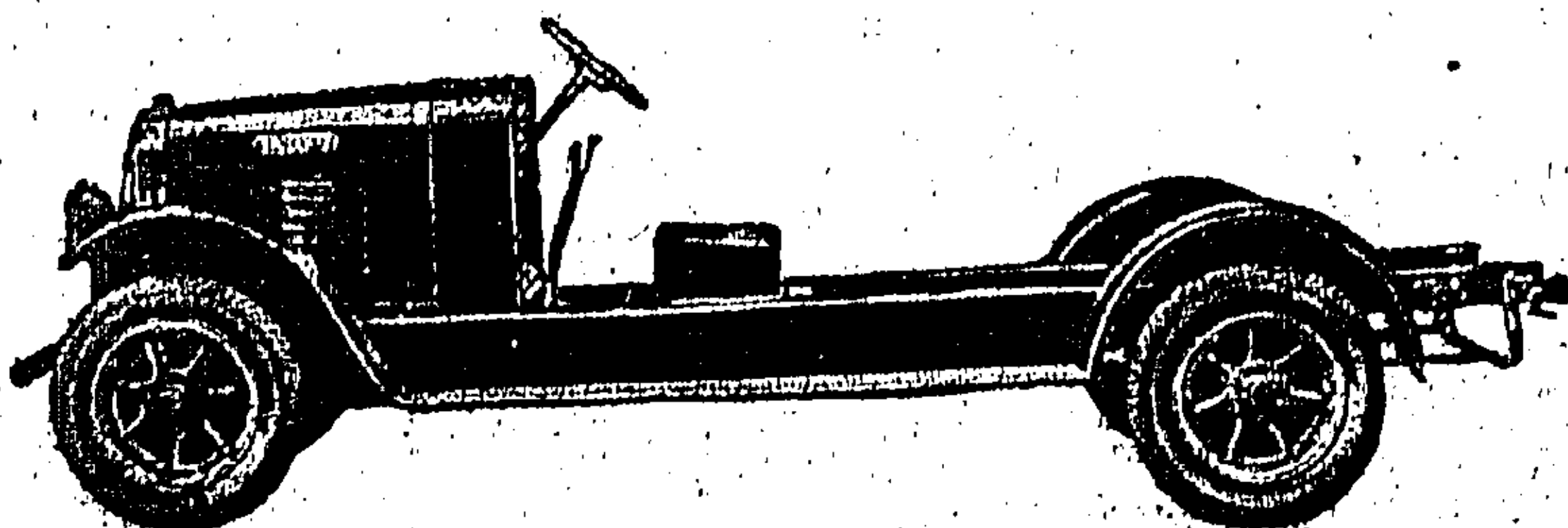
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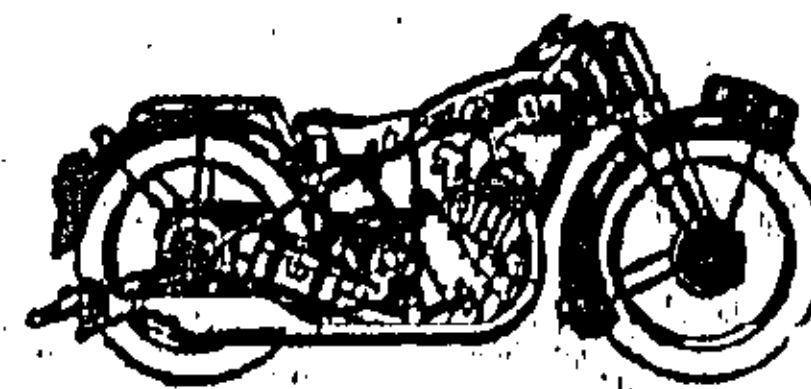
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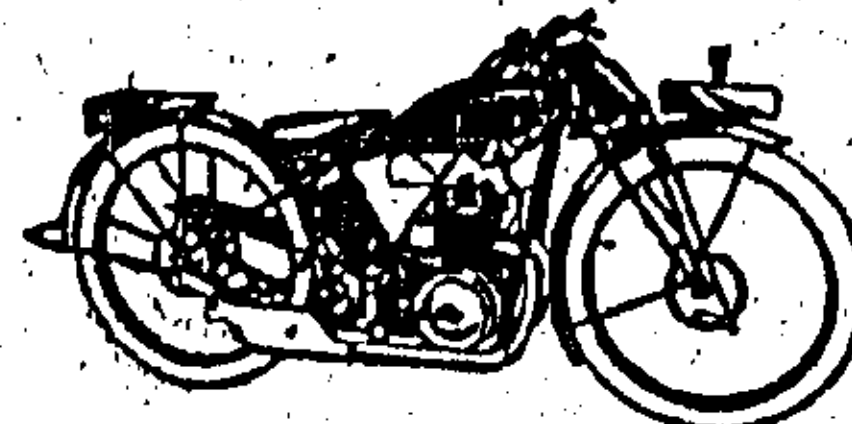
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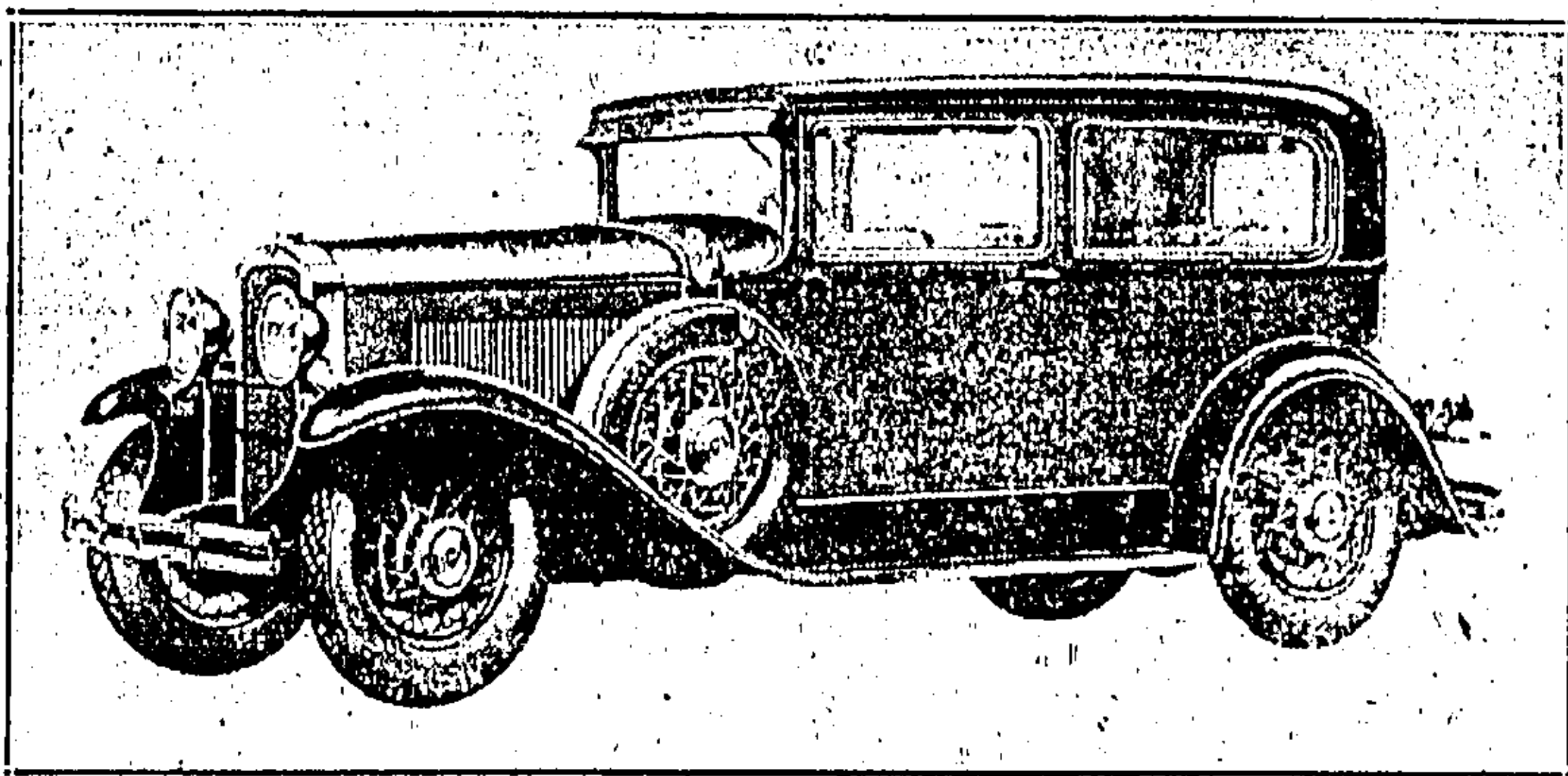
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NEW BUICK-BUILT CAR DUE HERE.



The Dragon Motor Company, Ltd., local agents for Buick Motor Cars, have received advice that the first shipment of the Buick-built Marquette Car will arrive in Hongkong on August 26th. This initial selection will comprise two and four door sedans and touring cars, and it is already established that there will be a number of prospective buyers anxious to see and try the latest enterprise of the famous Buick Organisation. The Marquette has given an excellent account of itself on the General Motors Proving Grounds, where for many months, it was subjected to the most severe tests. It is built entirely by Buick, but represents the decision to place a six cylinder automobile embodying the Buick standard of workmanship in the medium price class. Applications for trial runs should be made immediately.



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NOTICE

TO
ADVERTISERS
All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

WOMEN DRIVERS.

Can They Drive Taxis?

EXPERIENCE SAYS NO.

There is some speculation among London taxi-drivers whether women will enter their occupation now that extra screen protection is being allowed on the front of taxis. For some reason not explainable women, who have invaded nearly every calling, have never taken to taxi-driving. It was suggested to a reporter recently that they were dismayed because bad weather spoiled the complexion; men drivers sometimes used shocking language; long waits in idle ranks were irritating; the finding of obscure places in London was too baffling a task.

Another possible reason why women have not taken to taxis is that the examination which it is necessary to pass before a licence can be obtained is too much for them. Some of the questions published by Scotland Yard are posers, and the would-be taxi-driver has to know without hesitation the way, for example, from Farringdon Street to the Arsenal football ground, from the Chinese Legation to Waterloo Station, from Tufnell Park to the Royal Free Hospital.

Failure During the War.
The Commissioner of Police was asked whether women had ever ap-

plied for licences to drive taxis, and whether there was anything in the regulations to prevent women from taking out licences.

"During the Great War a large number of women applied for licences to drive motor-cars in the Metropolis," he said in reply, "but four only were able to pass the necessary examination, and these held their licences for only short periods. There are now no women licensed as cab-drivers in London, and the regulations contain no reference to female drivers."

Recently Scotland Yard, in response to representations, have allowed cabs to be fitted with extra quarter screens shielding the driver's seat.

THE NEW PONTIAC SIX.

Striking Features in Equipment.

REASONS FOR GREAT POPULARITY.

Power, performance, and luxury previously obtainable only in the big car distinguish the new Pontiac Six, latest product of the Oakland Motor Car Co.

NUMBER PLATE LAW.

Rear Light Test Case.
INTERESTING DECISION.

A test case of interest to motorists was decided by a King's Bench Divisional Court, when the judges allowed the appeal of the superintendent of police at Darwen, Lancashire, against a refusal of the Darwen magistrates to convict Mr. Norman Marsden Entwistle, of Bolton Road, Darwen, for an offence under the Road Vehicles (Registration and Licensing) Amendment Regulations 1928.

The offence was driving a motor-car at night without having the rear number plate illuminated so that the numerals and letters might be identified.

Mr. Ralph Etheron, who argued that the bench should have convicted Mr. Entwistle, said that he had a rear lamp on his car which showed a red light, but it did not illuminate the number plate.

Justices' View.
The justices held that the regulations made by the Minister of Transport under powers given to him by section 12 of the Road Act 1920 were *ultra vires* because they were revoked by section 11 of the Road Transport Lighting Act 1927. Mr. Entwistle contended that under the regulations there must be two kinds of rear lights. A red one to show where the car was, and a white one to illuminate the number plate.

The Court ordered the justices to convict Mr. Entwistle of an offence.

Lord Hewart said the Act of 1927 revoked all powers given to local "or other authority" to make regulations about the lighting of motor-cars. It was suggested that the words "or other authority" included the Minister of Transport, but he could not agree with that. It was plain that the Act gave the Minister powers to make all sorts of regulations.

A Revelation in Transport

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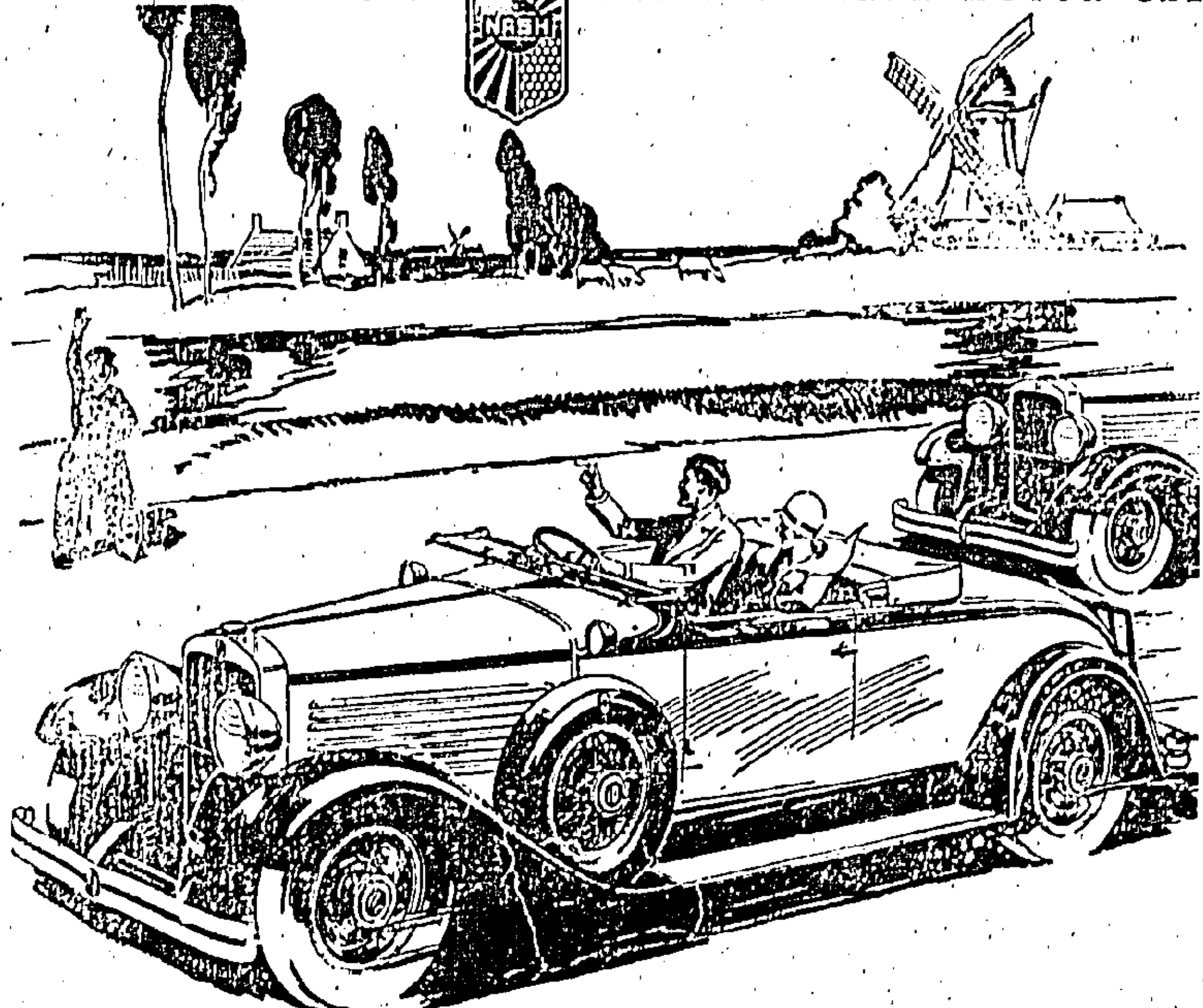
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In the development of this entirely new motor, Nash has combined three outstanding principles of motor design—twin-ignition, high-compression and valve-in-head.

And because of the double drop frame and the Nash "400" body lines, passengers sit exceptionally low in this new "400" Roadster. Arm rests are conveniently provided on both doors and a folding center arm rest further increases riding ease.

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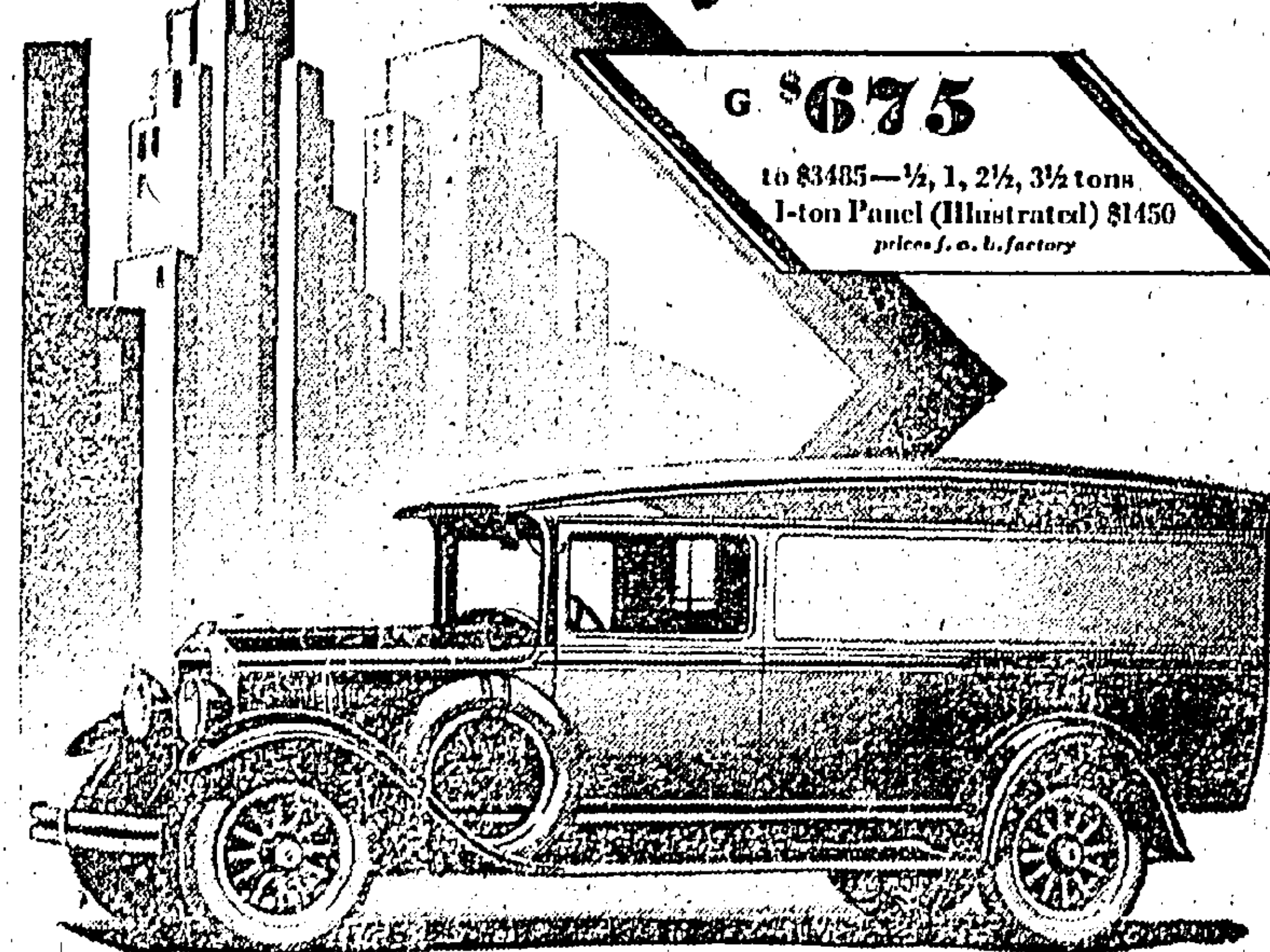
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To the many features of sound basic design the designers have added an impressive array of big car specifications which definitely graduate the new Pontiac above the small car field in every detail save that of price.

Illustrating the degree in which the new Pontiac has been improved is the fact that its present displacement of 200 cu. in. is 15 in. larger than that of the Oakland which was on the market when the first Pontiac was introduced in January, 1926. This increased engine power, nineteen per cent. greater than previous Pontiacs, together with other changes in the engine and chassis, provide extraordinary snap and acceleration, flexibility and response judged solely by big car standards.

Paralleling the new performance of the power plant are bodies that measure up to the specifications of those on cars far above the low price class. Over-all length has been increased to 107 in. and bodies are wider to add to the comfort of passengers, making the Pontiac Six comparable in size to those of the medium-priced group.

The Latest Refinements.

Interior fittings are in keeping with the larger outside dimensions, hardware of special design, deep and comfortable upholstery, adjustable driver's seats, and many other interior conveniences making for a luxurious car.

Chromium plate finishes all bright exposed parts, such as radiator shell and centre bar, top hood hinge, head and tail lamps, cowl bar and parking lamps, and the radiator and gasoline tank filler caps.

Mechanically the car further has been elevated beyond its price class by the addition of a harmonic balancer on the end of the new counter-balanced 53-pound crank shaft.

A sturdy new rear axle of exactly the same type as used on the current Oakland Cosmopolitan Six and two universal joints further distinguish this newest General Motors car.

Large 11 inch intake valves of nickel steel, crank case ventilation, fuel pump and filter, air deflector, large 1 1/4 inch vertical type carburettor with fuel economizer, thermostatic water control, cross-flow radiator, high compression G-M-R-cylinder head and a rigid safety frame five inches deep are other distinguishing features.

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U.S. AND THE WORLD COURT.

DR. W. G. HIBBEN ON
"ALOOFNESS."

Dr. John G. Hibben, president of Princeton University, New Jersey, at the Independence Day dinner of the American Society in London at the Savoy Hotel, criticised the attitude of aloofness from the rest of the world adopted by a section of his countrymen.

He proceeded:

We have not as yet been willing to join the World Court of International Justice. All former objections and prejudices seem to be completely answered. Our entrance is the irreducible minimum of our nation's obligations.

This represents a responsibility not merely of our Government but of the American people. The voice of the people has not been sufficiently loud or sufficiently persistent to reach the Senate.

It does not seem possible that we can longer maintain the attitude of complacency in our prosperity and a fancied security in our alleged isolation from the possibilities of war.

We are all proud of the Kellogg Pact, and yet it does not seem that we have adequately realised the full import of the obligation which it places upon the American nation.

A particular responsibility rests upon the peoples of Great Britain and the United States to take the initiative in showing to the world not by words, but by deeds, that the Peace Pact must be regarded as something more than a scrap of paper.

If this Pact means the concerted action of the signatories to prevent war, then the logical corollary to it is that there should be a reduction of armaments as evidence of good faith. The whole world expects a complete understanding between Great Britain and the United States.

War Debts.

Dr. Hibben made the following reference to war debts:

I have said it publicly in the United States and have been censured for it, but I do believe that we might have been a little more generous in the settlements.

After all, it was a common cause, and after we declared war it was a full year and one month before we could put an effective army on the front, and you, Great Britain and the Allied Armies, were during that period fighting our battles for us, holding the Hindenburg line only with your money but with the life blood of your sons.

General Dawes, the American Ambassador said:

We meet to celebrate our national birthday in the midst of the great British nation—among our brothers and friends.

We sense a duty to each other and to the world at large to further the ideal of comradeship as opposed to force as the arbiter between nations.

We realise what continued peace and amity mean both to us and to the world, and are determined in co-operation with the other Naval Powers to achieve a common purpose for peace by the practical expression of it involved in naval reduction.

**SIR AUREL STEIN'S
AMBITION.**

**SECRET MOUNTAIN
RETREAT.**

Yesterday I talked to Sir Aurel Stein, the great explorer, who is to receive the Patrie Medal from Sir Gregory Foster, Vice-Chancellor of the University of London, in recognition of his services to archaeology, says a *Daily Mail* correspondent.

To look at his trim, alert figure and keen, bronzed face, you would never imagine that he was in his 67th year. The first of three expeditions he has made to Chinese Turkestan on behalf of the Indian Government started as long ago as 1900.

He was 11 years over the age limit for employment when he retired, a month ago, from his post on special duty in the Indian Archaeological Survey.

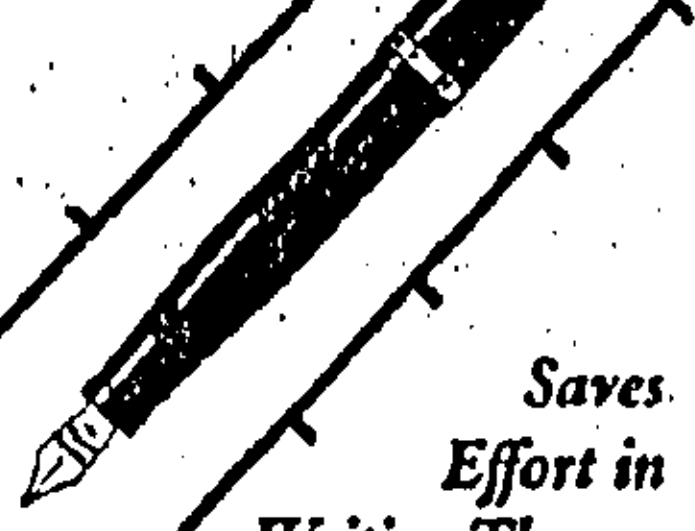
Despite that, he is planning a fourth journey in Central Asia if he can be granted the funds necessary for the three-years work it will entail.

Sir Aurel has for long made Srinagar, the Venice of the East, in the beautiful vale of Kashmir,

**Clears
the Track
for
Thinking!**

**Parker's New
Duofold**

**Fastest of
All Pens**



**Saves
Effort in
Writing Themes
—or Taking Notes**

Pressureless Touch brings ink at touch of point to paper. Write your fastest—it keeps up with you. No sticking or blotting, or any other petty interruptions from a Duofold!

Thus it clears the track for thinking—really helps you to get better marks.

Non-Drainable, yet 28% lighter than when made of rubber.

35 years' experience—47 improvements—32 patents—all to make better pens.

Mandarin Yellow, Lacquer-red, Lapis Lazuli Blue, flashing Black, and Jade—all black-tipped and very telling.

Look for "Geo. S. Parker—Duofold" on the barrel—to get the genuine.

All good pen counters have this classic. See how it clears your mind for better action.

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**Parker
Duofold**

northern Indian, his nominal headquarters, but when he is writing one of his many books he retires to a certain mountain, the exact location of which he was not anxious to indicate.

It was Sir Aurel who first explored a chapel in one of the caves of the Thousand Buddhas, walled up a thousand years ago near the Tun Huang oasis in Turkestan. He found there, among many other treasures, perfectly preserved owing to the dryness of the ground, the earliest printed book and the earliest woodcut in the world. They are now in the British Museum.

On that occasion he travelled 10,000 miles in two years and a half. His feet were badly frostbitten at the end of his journey, for part of it had taken him along the caves of the Roof of the World—as the great Central Asian plateau is called—through eternal snows, at a height of 20,000ft.

He has visited the Black City of Kharn Khoto, which was stormed and destroyed by the Mongols in the days of the Conqueror—Genghis Khan 700 years ago, and it has lain forsaken and in ruins ever since.

Natives and His Magic.

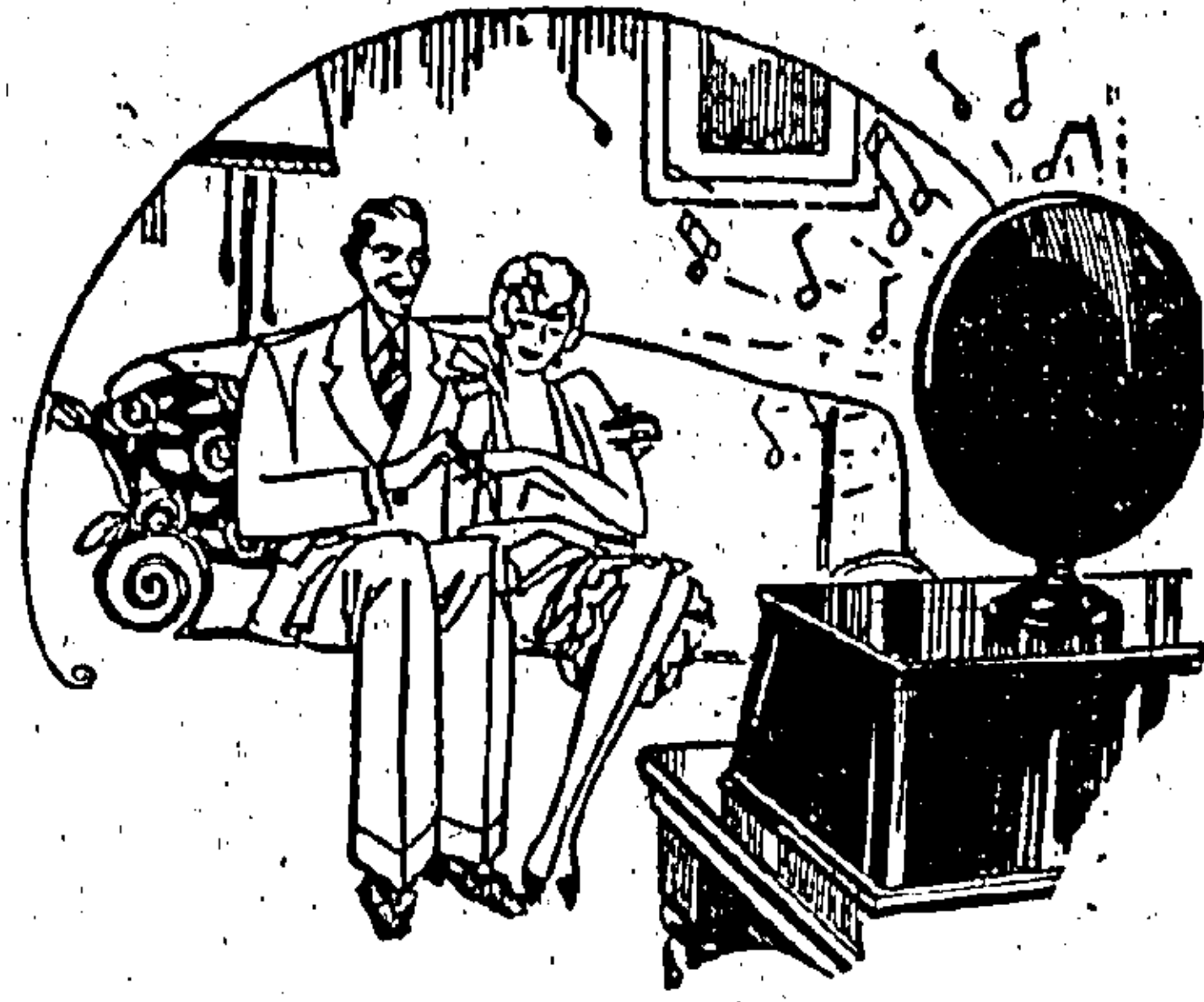
The natives believe it to be bewitched, but Sir Aurel had no difficulty in obtaining guides. They believed his magic stronger than that of the demons.

On his way home to England this year he travelled through Iraq, Syria, and Transjordan.

In what he calls the "tame" desert to the east of Syria, he found motor-tracks criss-crossed all over the sand. They had been made by a car which had as passengers two Syrian merchants, a Bedouin sheik, and three shepherds. And they were looking for lost sheep.

Sir Aurel visited the site of the ancient Ur of the Chaldees, where excavations are in progress, and referring to the splendid work of Mr. Woolley as director of the excavation he told me that the Arab workmen there are given a bonus, according to a system, on their finds, and consequently work well.

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HONGKONG WATER REGULATIONS.

NEW RULE WHICH PROHIBITS WASTAGE.

METERED SUPPLIES.

The *Gazette* contains amendments of the regulations under the Waterworks Ordinance, of which the principal change is a new regulation reading:

"No person shall wilfully or negligently misuse or waste, or cause or allow to be misused or wasted, any water taken from a public fountain or public tank."

Regulation 8 has been amended in two respects, the new form being as follows (additions in italics):

"If a meter is found to be out of order, or if it is removed for repair or alteration, or on account of any other reason, the fact will be noted on the memorandum mentioned in regulation No. 6 of these regulations. On fixing a new meter or re-fixing the old meter, a second memorandum will be left at the tenement. The consumption for the time that the meter was out of order or for the time that the service was without a meter will be calculated according to the average daily rate of consumption during the period between the two successive readings immediately succeeding the fixing of a new meter or the re-fixing of the old meter."

Regulation 13 is also amended, its new form being as follows:—"In all cases of metered supplies, an account shall be delivered quarterly, of the amount to be paid for the water consumed in the preceding quarter and for the meter rent. The account shall be in Form B in the Schedule to these regulations, with such variations (if any) as the Water Authority may consider desirable, and the amount shall be paid into the Treasury within fourteen days of the presentation of the account."

SHAMEEN WEDDING.

INTERESTING CEREMONY AT CHRIST CHURCH.

Christ Church, Shameen, was the scene of a very quiet wedding on Sunday afternoon, when Miss Ina Lina Chum and Mr. Frank Earl Swisher were united in marriage by the Rev. Perry Jenkins.

The bride wore an attractive gown of beige georgette with hat to match, and carried a shower bouquet of pale pink roses. After a wedding breakfast at the Victoria Hotel at Shameen, the bride and groom left for Hongkong, later sailing for America on the President Lin.

Both Mr. and Mrs. Swisher have been residents in Canton for some time. The bride, who is from Beardsport, Oregon, has been teaching in the School for Western Children, Pak Hok Tung, and Mr. Swisher, who is from Boulder, Colorado, was on the staff of the Ling Nan University for several years. Mr. and Mrs. Swisher will reside this winter in St. Louis, Mo., where Mr. Swisher will continue his studies at Washington University.

ACCEPTED TENDERS.

RE-SURFACING OF KOWLOON ROADS.

The acceptance of the following tenders is notified in the *Gazette*: Messrs. Li Sang and Co., \$50,555 for re-surfacing main roads in Kowloon (Nathan Road 1st Section—commencing from Salisbury Road).

Messrs. Johnley Ching \$1,040.80 for the erection of latrine and urinal at Connaught Road West, (a) Wilmer Street (2 seats), (b) Water Street (2 seats) together with drainage and any other contingent work.

WARSHIPS IN PORT.

The following is the disposition of warships now in port:

Basin.—H.M. Ships Tamar and Moth.

North Arm.—H.M. Ships Stormcloud.

In Dock.—L.19 and Sterling. Foreign.—French cruiser Waldeck Rousseau, U.S.S. Guam and Chinese Gunboats Kwang Kum and Chung Shun.

Lieut. Commr. R. G. H. Milligan has been appointed to H.M.S. Tamar and is coming out on the Curysfort.

HONGKONG LIQUOR REGULATIONS.

NEW RULES APPLYING TO IMMATURE SPIRITS.

The following regulations made by the Governor-in-Council under section 95 of the Liquors Consolidation Ordinance, are to come into force on January 1st 1930:

The definitions of brandy and whisky set forth on pages 459 and 460 of the Regulations of Hongkong, 1844-1925, shall apply to these regulations.

In these regulations the terms "uncertificated brandy" and "uncertificated whisky" shall include respectively all brandy and whisky hereafter imported into the Colony except such brandy and whisky as shall have been proved, to the satisfaction of the Superintendent, to have been matured in wood for not less than three years.

No uncertificated brandy or whisky shall be removed from any ship except into a general bonded warehouse, or to another ship for the purpose of exportation.

No uncertificated brandy or whisky shall be removed from any ship except into a general bonded warehouse, except into another bonded warehouse, or to a ship for the purpose of exportation.

Notwithstanding anything in these regulations it shall be lawful for the Superintendent in his discretion to allow removal for any purpose of such small quantities of uncertificated brandy or whisky as he may think fit, if he is satisfied that such brandy or whisky has been imported by a person for his private consumption.

THE SINO-RUSSIAN CRISIS.

(Continued from Page 1.)

dered three full brigades of Frontier troops to leave for Manchuli, and it is believed that their commander is under orders to drive the Soviet forces back over the frontier.

The Manchurian Government has been reliably informed that the Russian Government at Moscow has resolved not to answer the Note of the National Government protesting against the Russian shelling of Chinese troops at Manchuli.

The decision of the Moscow authorities to sever all negotiations with the Chinese government is evidenced by the departure from Tientsin of M. Melnikov. This renders it impossible for the Manchurian and Nanking delegates to resume negotiations.

War-Like Attitude.

General Chang Hsueh-liang has dispatched a long cable to Military Headquarters at Peking stating that judging by the war preparations of the Russian troops it seems that they are ready for any eventualities with China. General Chang adds that the Russian invasions along the frontier are more than mere demonstrations. They are daily becoming more serious in character.

PRIZE RECORDED AT BISLEY.

MAN WHO HAD NEVER WON BEFORE.

R. S. M. Apsey, of the Rifle Brigade, who has 21 years' service to his credit, set up a record at the Army Rifle Association contest at Bisley.

When the competitions began he had never won an individual prize at these gatherings of rifle shots.

He secured the record for the number of prizes won by an individual at an Army rifle meeting. He won in the four days of the contest:

The Watkin Cup. The Army Rifle Association's gold jewel.

The Army Rifle Association's medium silver medal.

The Army Hundred Cup. The Roberts Cup (after a tie with C. S. M. Giles of his regiment), and

Two other silver medals.

In the championship R. S. M. Apsey's aggregate was 381, the next highest scores being Lieut. Archdale, Manchester Regiment, 366, and Lieut. King-Salter, Rifle Brigade, 359.

Leading scores in the Army Hundred Cup were: R. S. M. Apsey, 173; Staff Sergeant-Major Kendrick, 3rd Carabineers, 162; C. S. M. Mapp, Smallarms School, 159.

OUR FRENCH NAVAL VISITORS.

SOME FACTS ABOUT VICE-ADMIRAL MOUGET.

Vice-Admiral Mouget, Commander-in-Chief of the French Squadron in Asiatic waters, who is at present in Hongkong aboard the flagship Waldeck Rousseau, was born on October 7th, 1897. He was elevated to his present rank on March 15th of last year. Before being appointed to the present command by M. George Leygue, the Minister of Marine, Rear-Admiral Mouget occupied, at Paris, the post of Assistant Chief of Staff at Naval Headquarters.

The Waldeck Rousseau is commanded by Capitaine de Vaisseau, J. Fernet. The cruiser left France on May 10 of this year, and before coming to Hongkong, had stayed a month at Saigon. She is leaving Hongkong on Monday at 2 p.m., direct for Tsingtao, after which she will go to Shanghai.



Vice-Admiral Mouget.

The cruiser Waldeck Rousseau was commissioned in 1911, and entered into service in the following year. During the World War, she assisted in the evacuation of the Serbian Army, after the retreat of the soldiers of King Peter.

Between 1920 and 1921, the cruiser was stationed at Constantinople and in the Black Sea. After having been in reserve since 1921, the Waldeck Rousseau has just been re-armed and re-commissioned in order to carry the pennant of Vice-Admiral Mouget.

QUEEN'S THEATRE.

"THE GIRL OF CHICAGO" COMING.

"The Girl From Chicago," a Warner Brothers production, co-starring Conrad Nagel and Myrna Loy comes to the Queen's Theatre on Tuesday and Wednesday. The cast includes William Russell, Carroll Nye, Paul Panzer and Erville Alderson. This melodrama of the underworld is based on the story of Arthur Somers Roche. It recounts the hair-raising adventures of a Southern girl, who leaves her father on the old plantation to come to the city for the purpose of freeing her brother from the gang whose machinations have placed him in the shadow of the chair. Many extremely exciting incidents take place before the final climax which, according to advance reports, is worked out in a thoroughly agreeable manner.



"Jove, that's almost it, if it only had the cherry on it."

The Very Idea!

A woman in Budapest who had been legally separated from her husband discovered to her amazement, on taking a walk in the garden of a local cemetery, that her name appeared on one of the tombstones, the correct date of her birth being added.

It transpired that her husband had buried his recently deceased sweetheart under the name of his wife so that he might be enabled to marry again. Legal proceedings have been commenced against him.

Mrs. Newby was determined that the grocer should not take advantage of her inexperience.

"Don't you think these eggs are rather small?" she asked critically.

"Indeed, I do," agreed the grocer. "But that's the kind the farmer sends me. They were fresh from the country this morning."

"Yes," said the shopper, "that's the trouble with the farmers. They're so anxious to get their eggs sold that they take them out of the nests too soon."

Feltham man—"It is difficult to upset a motor cycle combination. You see it has three legs."

Nottingham motor cyclist—"The policeman gave me a lecture, as he always does: we do not get on well together."

Magistrate at Bromley to a man with a bad record—"You seem to be a blackguard of the deepest dye. Man (tearfully)—No, sir, don't say that."

Motorist (after knocking down a butcher's boy)—"Are you hurt, my lad?"

Butcher's Boy (picking up the contents of his basket)—"Dunno. Here's my liver and ribs, but where's my kidneys?"

Still more howlers: As to why we have fireworks on November 5th—"To remember Guy Fawkes when he blew up the house of the Lord."

As to why cats have whiskers—"The cat can't help having whiskers, because it is its nature. They do not poke the eyes of a mouse out, but help cats to purr."

And finally, members of the Stock Exchange will learn with surprise that it is a place where anyone in England can go if they want a workman."

There was an old golfer of Biggar Who made a sensation at Troon, Not at all on account of his figure, Which resembled a rising balloon.

But his way with the game Was conducive to glee (Though some called it a shame). For he used from each tee—No matter the distance—a jigger, And for putting he fancied a spoon.

"So you saw the woman drop her purse, but lost her in the crowd. Did you advertise it?"

"Oh, yes; I was honest enough to do that, but I didn't get an answer to the advertisement. I put in this:—"

"If the plain woman, about forty-five years of age, wearing a dress and a hat of the style of three years ago, who lost a purse containing seventeen shillings, in Main Street on Saturday, will apply to—, the property will be returned."

UNRULY SHANGHAI STUDENTS.

CROWD OF TWO HUNDRED IS DISPERSED.

DOZEN ARRESTED.

Shanghai, Aug. 12. With the dispersal of a crowd of over 200 Chinese following a demonstration in the Pootoo Road District yesterday morning, and the arrest of ten of the most prominent of the agitators, a threatened procession through the Settlement was averted by the police of Pootoo Road station. Following the breaking-up of the demonstration, two more Chinese were arrested a few blocks away in the act of distributing communist and anti-Kuomintang propaganda.

The trouble commenced at about 10.45 o'clock yesterday morning at one of the regular meeting grounds of demonstrators at the corner of Macao and Ferry Roads in the Pootoo Road District. Obviously fearing the methods of the Chinese authorities, Chinese communists of the student type commenced to gather on a vacant piece of ground in the mill district at about 10.30 a.m. Carrying aloft banners denouncing the Kuomintang, a number of students assembled in the vicinity of Macao and Ferry Roads by arrangement.

Thousands of Pamphlets.

Pamphlets were distributed at this point and the small band moved to a piece of vacant land nearby. Speeches were made and more pamphlets distributed, thousands of these being strewn about the ground. In a short time, a crowd of over 200 people had gathered and was being added to every moment. Everything was ready for the threatened procession into the Central District when the police arrived.

Immediately upon the appearance of several officers in the familiar uniform of the Municipal Police, the crowd began to thin. Pamphlets were thrown in all directions and those carrying the banners cast them aside in an effort to make their escape. Others, however, stood their ground and defied the police, claiming that they were doing no wrong. Evidence to the contrary was found in their possession in the form of bundles of pamphlets of a communist nature. Nine men and one woman were arrested and taken to the Pootoo Road station whilst the police stood around to prevent a repetition of the offence.

Distributors Arrested.

Some little time later, two Chinese were caught in the act of distributing similar pamphlets in the vicinity of Pootoo and Tongking Roads and were promptly arrested. All these in-custody last night were of the typical student agitator class in the familiar semi-foreign clothes, straw hat and horn-rimmed spectacles. Most of them claimed to have come from Chapel and their intention was to address workers on the evils of the Kuomintang.

K.C.C. CONCERT.

PROGRAMME BY HAND OF SOMERSET L.L.

An exceptionally fine programme has been arranged for the Kowloon C. C. concert to be held to-night.

By kind permission of Lt. Colonel C. H. Little, D.S.O., and Officers of the Regiment, the Band of the 1st Battalion The Somerset Light Infantry (Prince Albert's) will play:

- 1.—Invocation to Battle from Reinzi, Wagner.
- 2.—Overture, "Tam O' Shanter," Learmont Drysdale.
- 3.—Fantasia, "Aida," Verdi.
- 4.—Cornet Solo, "Loves Garden of Roses," Haydn Wood.
- 5.—Saxophone Solo, "La Cinquantaine," Gabriel-Marie.
- 6.—Excerpts from "The Merry Widow," Lehár.
- 7.—Tone Poem, "Finlandia," Sibelius.
- 8.—(a) Serenade, "La Paloma," Yradier.
- (b) "O Sole Mio," Di Capua.
- 9.—Xylophone Solo, "The Imp," Alford.
- 10.—Trombone Solo, "The Joywheel," Sutton.
- 11.—Moroccan Militaire, "The Outpost," Mackenzie.
- 12.—Excerpts from the Romantic Play, "Blue Eyes," Kern.
- 13.—Regimental March, (Prince Albert).
- 14.—God Save The King.

It is notified by the Sanitary Department that the rate per floor for lime-washing in Hongkong and in Kowloon shall be \$3.80 for the period of one year, commencing from 1st October, 1929.

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Dress .. (Still or Pleated Fronts) ... 7.50
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- 9107 MARITANA BOHEMIAN GIRL
- 9600 INVITATION TO THE VALSE CHANT SANS PAROLE
- 9116 LA SERENATA (Braga) SERENADE (Titi)
- 5158 LONDONDERRY AIR THE CHORISTER'S DREAM

The Anderson Music Co., Ltd.

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"MARK OF PLUM"

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for installing a Gas Cooker in each of the twelve houses in.....

In my experience with other quarters in the Colony, Gas is far better and cheaper than Coal in the long run.

The Coal Stoves, which are now quite worn out, were continually being repaired and owing to the dirt they made, the kitchens had to be re-decorated all too frequently. As you keep hired Cookers in repair and as Gas is so clean, both these items of expense will be saved in future.

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Scenes during the recent American Open Golf Championship in which Bobby Jones, the world famous amateur, defeated the strongest of the American professionals. It was his third Open Championship though he nearly threw it away on the last round when he had two sevens. He tied with Al Espinosa (centre) and beat him in the play-off by 23 strokes! Top and right pictures are of Bobby Jones. Bottom left shows Walter Hagen driving.

U.S. BASEBALL.

LEAGUE RESULTS AND STANDINGS.

New York, Aug. 11.
To-day's baseball matches resulted as follows:

National League.
R. H. E.
Pittsburgh 6 11 0
Brooklyn 4 9 1
(First game)

Pittsburgh 3 10 1
Brooklyn 6 11 1
(Second game)

St. Louis 1 7 1
Philadelphia 7 14 0
(First game)

St. Louis 11 19 2
Philadelphia 9 16 1
(Second game)

Chicago 4 7 1
Boston 1 5 0
Cincinnati 7 15 0
New York 2 6 0

American League.
R. H. E.
New York 4 11 0
Cleveland 2 17 0
Boston 10 11 3
Chicago 7 13 1
Philadelphia 6 11 0
Detroit 5 12 0
Washington 4 9 2
St. Louis 2 7 0

Saturday's results were as follows:

National League.
R. H. E.
St. Louis 6 10 0
Pittsburgh 7 14 1
Cincinnati 1 4 3
New York 7 15 0
Chicago 12 13 0
Philadelphia 6 10 0

American League.
R. H. E.
St. Louis 9 10 0
Chicago 4 12 2

No others.
The League standings are as follows:

National League.
W. L. Pct.
Chicago 69 32 .683
Pittsburgh 63 40 .617
New York 59 48 .551
St. Louis 54 53 .504
Brooklyn 46 60 .438
Cincinnati 44 60 .423
Boston 43 62 .409
Philadelphia 41 63 .394

American League.
W. L. Pct.
Philadelphia 78 30 .721
New York 65 38 .631
St. Louis 56 51 .523
Cleveland 55 51 .519
Detroit 51 55 .481
Washington 45 60 .431
Chicago 42 65 .393
Boston 32 72 .307

LOCAL BASEBALL.

POSTPONEMENT OF OPENING GAMES.

The opening games in the Hongkong Baseball League have been postponed for a week owing to the weather delaying the completion of the stand. South China will now play the Japanese Baseball Club on Saturday, August 24, and Hongkong will play the Filipino Club on Sunday, August 25.

AN INVASION OF SUSSEX.

AIR, LAND, AND SEA ACTION.

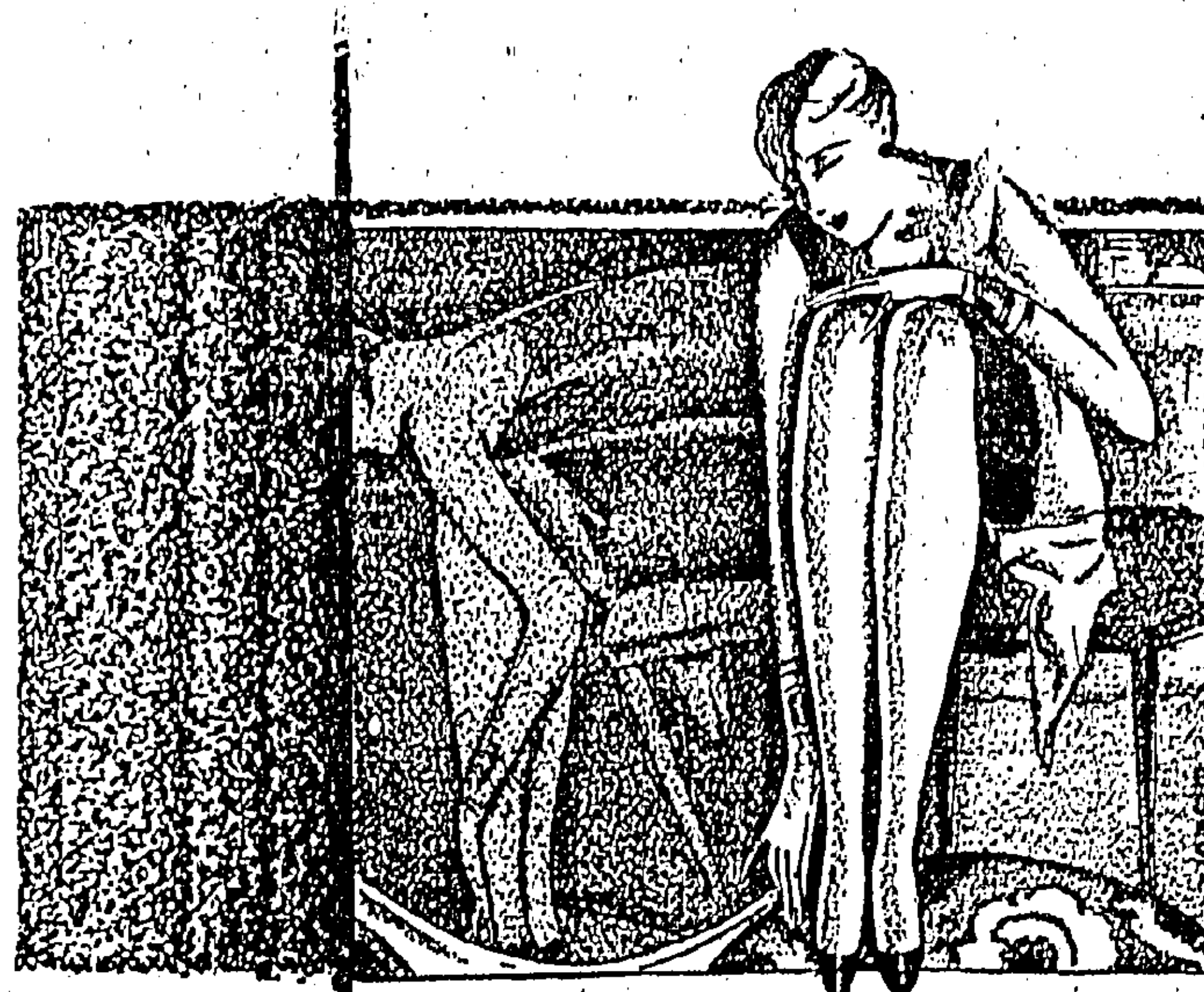
London, July 10.
A "battle" is to be fought in Sussex next month when the 47th (2nd London) Territorial Division, landing under fire from the battleship Iron Duke, with aeroplanes attacking them, will make a determined effort to invade the county. The operations, in which about 5,000 men will take part, are to afford practice in inter-communication in battle between air, land, and sea forces, and to give the Territorials an opportunity of manoeuvring side by side with Regular Army units.

The plan of campaign is as follows: The States of Downland (capital London) and Greyland (capital Cardiff) have been at war since April without fighting a decisive land action. On June 1, however, Greyland won a naval battle, driving the remnant of the enemy's fleet into Portsmouth. Now dominant at sea, Greyland decides to employ the Territorial Army Corps in co-operation with the Navy for the capture of Portsmouth.

The corps is assembled at Bristol, embarked, and its landing visualised near Newhaven, Sussex, with the object of attacking Portsmouth from the East. So on August 6, Greyland's fleet and transport sails from Bristol with the object of securing the high

ground lying between Eastbourne, Lewes, and Brighton, to enable Newhaven and its neighbourhood to be used as a base. During the early hours of August 8, Greyland will effect a surprise landing on Seaford beach. By 9 o'clock its forces will be advancing towards the line South Hill, Blackcap Hill-South-east-Saltdean Cottages.

To cope with this situation, Downland will detain troops at various points between Brighton and Eastbourne, augmenting them later by mechanical forces and light tanks which move by road. The first troops will land from the Iron Duke at 9 a.m., and the operation is expected to end in the neighbourhood of Telcombe, near Newhaven, early in the afternoon.



So many smart women ask ...

"Why does Holeproof Hosiery
outlast all others?"

THEY wear Holeproof rich natural silk hosiery. They know how many more months it lasts. But the secret of its long wearing quality they never realize. It's the Holeproof "Ex" reinforcement at the toe ... a reinforcement so finely woven the foot cannot feel it ... the eye barely sees it. Yet it is the arch enemy of holes.

And Holeproof Hosiery is first in fashion, too. A famous Parisian fashion authority, Lucile, creates correct colours ... dictates the newest idea in heels and clocks ... makes Holeproof Hosiery a smart accessory to every ensemble.

Holeproof Hosiery

Representative
KELLER, KERN & COMPANY, LTD.
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This ought
to interest
YOU!

Enervin enriches
the blood, feeds
the nerves, and
invigorates the
entire system. It
builds up health
and strength.

Messrs. Grierison, Oldham & Co.,
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famous.

"ENERVIN" Tonic Wine.

"ENERVIN"—the Ideal Tonic Wine—
is a scientific preparation of Pure
Douro Port with tonic properties of
proved health-giving value.

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The GENUINE Tonic Wine
It MUST do you good
Obtainable at all licensed stores.

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IF YOU VALUE YOUR

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Oaks—Walnut
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Rosewood—Ebony Black

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Non-poisonous and Durable.

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Alexandra Building, Telephone C. 763.

Wilkinson, Heywood & Clark
SHANGHAI. HONGKONG.

THE QUEEN AND A GIRLS' CLUB.

HER COAT OF GOLD BROCADE.

Women from the United States,
Australia, India, China, and several
European countries gathered in a
blue and white marquee in Great
Russell-street, W.C., recently to see
the Queen lay the foundation stone
of a great club for business and
professional girls in London.

The club is being built at a cost
of £250,000 by the Young
Women's Christian Association.
The Queen, Princess Mary, and the
Duchess of York contributed to-
wards it.

The interior of the marquee had
the atmosphere of a garden party.
There were many beautiful frocks
and Goldstream Guardsmen in full
dress played music. The spot
where the Queen laid the foundation
stone was surrounded by decora-
tions in pale blue and white.

As the Queen entered all eyes
gazed with admiration at her state-
ly appearance in a beautiful coat
of silver, blue and gold brocade,
with fringes on the sleeves of pink,
blue, and silver. She wore a silver
tiara.

The Queen spread the mortar
with a trowel which Sir Edwin
Lutyens, the architect of the build-
ing, presented to her, and tapped
the stone with a mallet. Her words
of dedication were picked up by a
microphone and for the second time
wireless listeners heard the Queen
speak.

PRISON RIOT AT LEAVENWORTH.

FOUR CASUALTIES IN DISORDER.

Leavenworth, Kan., Aug. 1.
One prisoner in the federal
penitentiary was killed to-day and
three were wounded in the course
of six hours' rioting.

A general prison escape was
averted only by strenuous efforts
on the part of guards.

The riot started when the pri-
soners began to throw plates and
break up tables because they had
been served with Mexican rice,
which they previously had refused to
eat.

Soon the men were tearing out
cell bars and wrecking property
generally. They were driven to
their cells by the guards on the
great wall outside, who opened fire.

LORD WEMYSS'S PICTURES.

£15,000 FRAUD CHARGE WITHDRAWN.

Arthur Ruck, aged 41, an art
dealer, of Berkeley-street, W., was
indicted of the Old Bailey for ob-
taining a cheque for £15,000 from
Messrs. Colnaghi, art dealers, New
Bond-street, W., by false pre-
tences.

Mr. Oliver, K.C., prosecuting,
said Ruck had the best possible
reputation, and was a man to whom
the transactions would be a small
one in the ordinary way.

Last April he entered into
negotiations with Messrs. Colnaghi
for the purchase of four
pictures, including a Gainsborough
and a Ruysdael, in the possession
of the Earl of Wemyss. They were
heirlooms, but they could be sold
with the consent of the trustees.
The earl was in bed with a broken
leg at the time, and the negotia-
tions were carried on on his be-
half by Lady Angela Forbes.

Lady Angela Forbes.

On April 22 Mr. Ruck told
Messrs. Colnaghi he was in a posi-
tion to sell four pictures for £15,-
000, and they handed him a che-
que for that amount.

As the pictures were not de-
livered Messrs. Colnaghi's solici-
tors asked for an explanation, but
Mr. Ruck, very foolishly, instead
of attending to the matter and re-
turning the money, seemed to have
gone on chasing about the country
after Lady Angela Forbes, trying
to pull off the deal. Lord Wemyss
had never agreed to sell the pic-
tures.

Messrs. Colnaghi came to the
conclusion that Mr. Ruck could
not return the money, and after
taking advice they felt bound to
institute proceedings. The money
had now been repaid. In these
circumstances it seemed to be idle
to ask the jury to convict.

"There is no question of com-
pounding a criminal matter," said
Mr. Oliver, "but it is our acknow-
ledgment that no crime was ever
committed because there was no
intention to defraud."

Sanguine and Careless.

The Recorder (Sir E. Wild, K.
C.): You think Ruck was too
sanguine?

Mr. Oliver: Yes, and grossly
careless.

Mr. Norman Birkett, K.C. de-
fending, said that the whole diffi-
culty had arisen because Mr. Ruck

MRS. BUNDY AND THE BALL BOY.

"I REALLY BELIEVE IT IS WIGGINS."

Twenty-five years ago there was
a ball-boy at the old Wimbledon
lawn tennis ground named Wig-
gins. He proudly fetched balls
for Miss May Sutton, now Mrs.
Bundy.

Miss Sutton won the champion-
ship that year, and she was so
pleased with the alertness of
young Wiggins that she promised
him that next time she came to
Wimbledon she would give him a
tennis racquet inscribed with her
signature.

But Miss Sutton did not return
to Wimbledon for 25 long years.
She forgot Wiggins and Wiggins
forgot her.

A man stood outside Wimbledon
last month selling newspapers.
The Miss Sutton of 25 years ago,
now Mrs. Bundy, paused to buy
a paper, and then looked hard at
the seller.

"I really believe it is Wiggins,"
she said. "Are you the Wiggins
who used to be ball-boy?"

"I was—I mean I am," he said
proudly.

"Then I owe you a tennis rac-
quet," said Mrs. Bundy. She went
back to the courts, got a racquet,
wrote her name on it, and pre-
sented it to the much surprised
and delighted friend of a quarter
of a century ago.

was too sanguine. He thought he
had an arrangement whereby he
could fulfil the contract with
Messrs. Colnaghi. That was ill-
founded, as the events proved.

Sir E. Wild: Your client honest-
ly thought he had an arrangement
with Lord Wemyss?

Mr. Birkett: Yes.
Mr. Birkett said he was satis-
fied that Messrs. Colnaghi acted in
good faith.

Sir E. Wild said Mr. Ruck left
the court without the slightest
stain on his character.

Wash Away That Itch

With a Penetrating Antiseptic
You can stop itching, bring the itching
out, and soothe the skin. LAYVIL
removes instantly the itching elements pen-
etrate the skin and soothe the irritated tissue.
Itzema, pimples, ulcers, rashes, all forms of skin
trouble quickly yield to this famous antiseptic.
LAYVIL restores your skin and keeps healthy.
Made in U.S.A. and sold by all good druggists,
Grocers, Builders, & Pharmas. London—Barnard
—Liquor House.

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Hongkong Cricket Club
Hongkong Jockey Club
U.S. Recreation Club
Royal H.K. Golf Club

HOSPITALS

Victoria Hospital
Matilda Hospital
Alice Memorial Hospital
New Tung Wah Hospital
Nursing Home, Canton

OTHER BUILDINGS

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Mountain Lodge
Pallionjee House, Canton
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Oriental Hotel, Canton
Aigburth Hall
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with local conditions and requirements.

SECONDLY.

All work executed by our own staff, thereby eliminating
scamped work caused by sub-letting.

THIRDLY.

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an absolute minimum.

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THE NEW SILENT KELVINATOR

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even in starting.....that you will
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AND coupled to silence, a host of
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desserts, etc.

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need exercise!

During teething, baby should
be given "Allenburys" Rusks
to chew occasionally.
They provide mouth and
gums with useful exercise.
They assist the production of
a strong, wide jaw, with
ample room for teeth.
They contain Vitamin 'D',
so essential for the formation
of perfect bones and teeth.
They have a pleasant taste
and, softening gradually in
the mouth, are safely and
easily swallowed.

Allenburys
MALTED
RUSKS

Packed in hermetically sealed tins to ensure
retention of their original crispness and flavor.
Obtainable of all Chemists
(London & Shanghai)

ALLEN & HANBURYS LTD.

SALESMAN SAM

By Small



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SPECIAL BARGAINS FOR MONDAY NEXT.

IN

LADIES' SHOES,

LADIES' HATS,

DRESS VOILES,

CHILDREN'S SHOES,

LADIES' DRESSES,

MUSLINS,

MEN'S SHOES,

LADIES' HOSE,

GINGHAMS.

Etc., Etc.

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CANADIAN PACIFIC

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TO VICTORIA & VANCOUVER**
17 Days Hongkong-Vancouver, 14 Days Shanghai-Vancouver
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver

	Hongkong	Shanghai	Kobe	Yokohama	Vancouver
Leave	Leave	Leave	Leave	Leave	Arrive
Empress of Russia	Aug. 21	Aug. 24	Aug. 27	Aug. 28	Sept. 7
Empress of Asia	Sept. 4	Sept. 7	Sept. 10	Sept. 12	Sept. 21
Empress of France	Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 12
Empress of Russia	Oct. 9	Oct. 12	Oct. 15	Oct. 17	Oct. 26
Empress of Asia	Oct. 30	Nov. 2	Nov. 5	Nov. 7	Nov. 16
Empress of Canada	Nov. 13	Nov. 16	Nov. 19	Nov. 21	Nov. 30
Empress of Russia	Nov. 27	Nov. 30	Dec. 3	Dec. 5	Dec. 14
Empress of Asia	Dec. 18	Dec. 21	Dec. 24	Dec. 26	Jan. 4
Empress of Canada	Jan. 15	Jan. 18	Jan. 21	Jan. 23	Feb. 1
Empress of Russia	Feb. 5	Feb. 8	Feb. 11	Feb. 13	Feb. 22
Empress of Asia	Feb. 26	Mar. 1	Mar. 4	Mar. 6	Mar. 15
Empress of Canada	Mar. 12	Mar. 15	Mar. 18	Mar. 20	Mar. 29
Empress of Russia	Apr. 2	Apr. 5	Apr. 8	Apr. 10	Apr. 19

(E/Asia & E/Russia all at Nagasaki the day after departure from Shanghai.)
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From Hong Kong to SHANGHAI and Return	H.K. \$122.00
" " " NAGASAKI " " "	H.K. \$165.00
" " " KOBE " " "	H.K. \$210.00
" " " YOKOHAMA " " "	H.K. \$235.00

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HONGKONG-MANILA SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Aug. 27	Aug. 29	Empress of Asia	Aug. 31
Sept. 17	Sept. 19	Empress of France	Sept. 21

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AMERICAN & MANCHURIAN LINE.

(ELLERMAN AND BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG

S.S. "CITY OF CANBERRA"	via Suez Canal	10th Sept.
S.S. "PYRRHUS"	via Suez Canal	30th Sept.

Steamers proceed via Suez Canal or Panama Canal at owners' option.

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"M.S. 'NAGARA'"	17th August
"M.V. 'AGRA'"	7th September
S.S. "SUMATRA"	12th October

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Also loading direct for Trieste.

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S.S. "SUMATRA" 2nd September

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--	----------------------------------

ATHOS II..... 27th Aug.	SPHINX..... 27th Aug.
D'ARTAGNAN..... 10th Sept.	ANGERS..... 10th Sept.
SPHINX..... 24th Sept.	G. METZINGER..... 24th Sept.
ANGERS..... 8th Oct.	ANDRE LEBON..... 8th Oct.
G. METZINGER..... 22nd Oct.	PORTHOS..... 22nd Oct.
ANDRE LEBON..... 5th Nov.	CHENONOEUX..... 5th Nov.
PORTHOS..... 19th Nov.	ATHOS II..... 19th Nov.
CHENONOEUX..... 3rd Dec.	D'ARTAGNAN..... 3rd Dec.

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Telephones: C. 651 & 740. 2, Queen's Building.

COMPANY MEETING.

THE GENERAL ELECTRIC COMPANY.

During the course of his speech at the annual general meeting of the General Electric Company, Ltd., held in London, on July 4, Sir Hugo Hirst, Bart., who presided, said:

The profits for the year are some £26,000 better than last year, which is a very small increase considering the increased turnover in most of the departments, but for a variety of reasons, mainly over-production in the industry and foreign importation, prices during last year have shown a tendency to drop, and it required efforts to obtain a much greater volume of business to maintain the earning capacity of the company.

We found it desirable to increase the amount allocated for depreciation by £10,000. All other figures are practically the same. The greater contribution to the pension fund is, of course, largely due to the increased number of people employed.

As regards the balance-sheet, on the credit side "freehold land and buildings" and "fixed plant and machinery" show increases, in spite of heavier depreciation.

Liquid Cash and Investments.

Our "liquid cash and investments in British Government Securities" are slightly less than last year. This is partly due to the fact that we have been able to acquire for cancellation a certain amount of debentures which have been offered in the market, and have thereby slightly expedited the normal redemption procedure. It is also due to additional capital expenditure in various directions, to which I have alluded above.

On the debit side the figures so nearly resemble the figures presented last year that no explanation is necessary, except that we have an increase of creditors corresponding to the increase in debtors, and that we have under "capital authorized"

recorded the creation of 1,000,000 British Ordinary shares, none of which have as yet been issued. The incident of the creation of these shares will be fresh in the memory of shareholders.

Increased Activities.

To sum up, the results of the year have added to the company's material strength not only from the point of view as illustrated by figures in the balance-sheet, but also from the aspect of increased activities both in marketing and in research and development.

We have increased the number of our branches and depots in the United Kingdom in order to give better service to the ever-increasing number of people interested in the purchase of electrical products. We have acquired by purchase Clure House, which adjoins Magnet House, in order to find additional accommodation for our growing staff.

The great vitality with which the Electricity Board has taken up its functions under the new Electricity Act has created a new outlook on electricity supply, and, while during the period of the creation of this authority the industry suffered a distinct hold-up, sufficient indication is now given as to future requirements, and we have been able to rearrange all our works accordingly. For instance, at our Fraser and Clumford engineering works we have had to build bigger units (I am speaking of turbines) than in the past. The standards which have been adopted for the new power stations are 30,000kw. at 3,000 revolutions, and 50,000kw. at 1,500 revolutions. We have completed our designs and tests for both sizes, and have taken contracts for Birmingham and Battersea, and are sufficiently advanced with them that they will be handed over for service in the near future. Needless to say, we had correspondingly to increase the units on the electrical side produced at our Wotton works.

Cable Industry.

The cable industry at this moment is extremely busy, and we

LETTER GOLF.

You probably haven't played HIDE and SEEK for a long time, but here's an opportunity.

H	I	D	E
S	E	E	K

1.—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HOW, HEW, HEN.

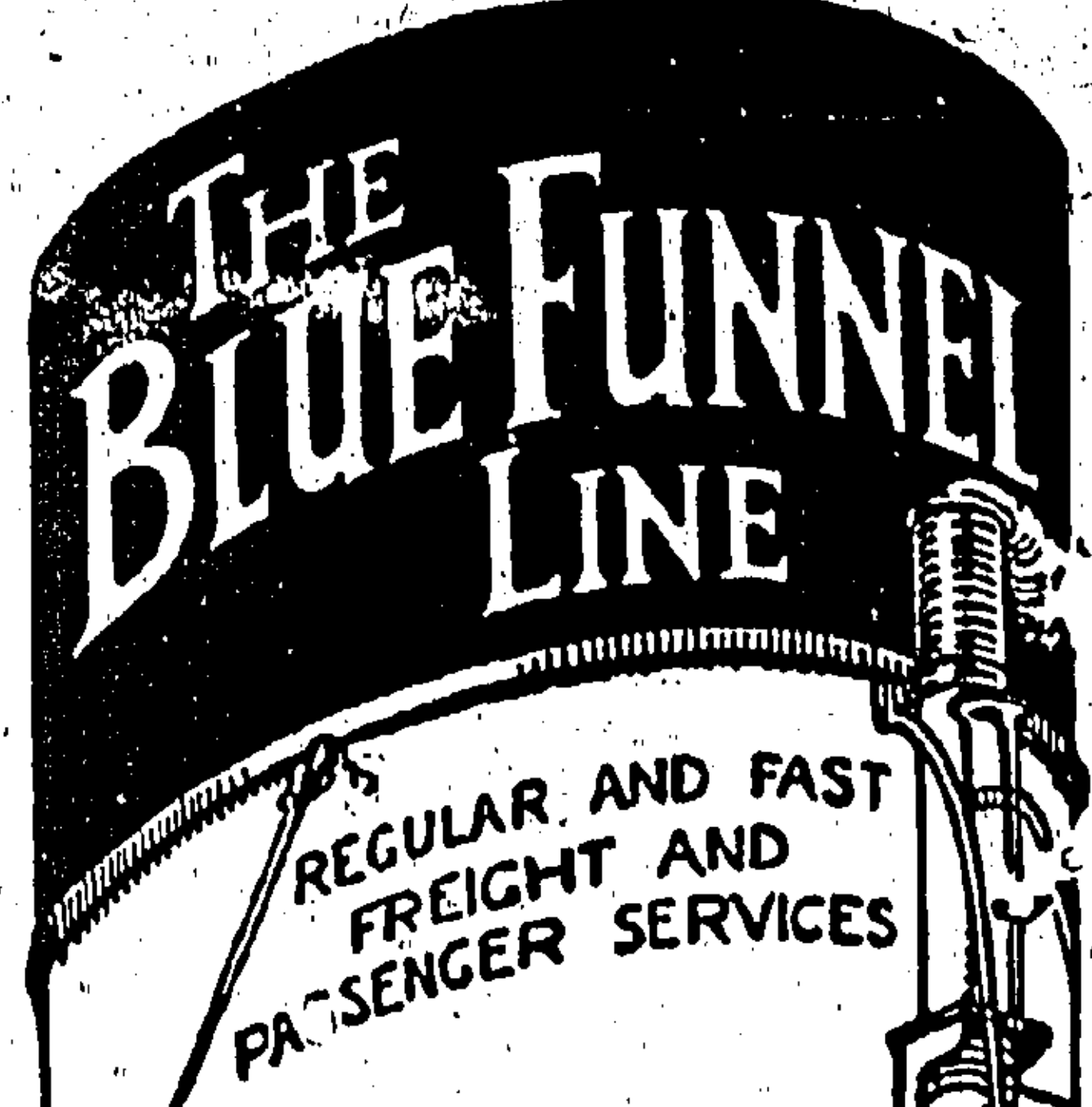
2.—You can change only one letter at a time.

3.—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4.—The order of letters cannot be changed.
One solution is printed on another page.

share in this demand by having obtained other important contracts, including one for 25 miles of 66,000-volt cable, and another, for the Municipal Council of Sydney, Australia, for 60 miles.

Apart from electricity supply, there is a great demand in the world for telephone cables, and we have in hand not only important contracts for the British Post Office, but also for the Dominions and other overseas countries, the most important contract being one for the Egyptian State Railways which we have obtained against world competition.



LONDON SERVICE

"ACHILLES"	20th Aug.	Miles, London, R'dam & H'burg
"ANTENOR"	4th Sept.	Miles, London, R'dam & G'gow
"PHILOCTETES"	17th Sept.	Miles, London, R'dam & H'burg

LIVERPOOL SERVICE

"AGAPENOR"	20th Aug.	Genoa, Havre, L'pool & G'gow
"PROTEILAUS"	14th Sept.	Genoa, Havre, L'pool & G'gow

PACIFIC SERVICE

"TYNDAREUS"	24th Aug.	Victoria, Vancouver & Seattle
"TEUCER"	12th Sept.	Victoria, Vancouver & Seattle

NEW YORK SERVICE

"PYRRHUS"	30th Sept.	New York, Boston & Baltimore
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INWARD SERVICE

"PYRRHUS"	18th Aug.	Shanghai, Mofei, Kobe & Yok.
"HECTOR"	22nd Aug.	Shanghai, Mofei, Kobe & Yok.

PASSENGER SERVICE

"ANTENOR"	4th Sept.	Singapore, Marseilles & London
"HECTOR"	2nd Oct.	Singapore, Marseilles & London

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To San Francisco To Seattle & Los Angeles Victoria

Fortnightly sailings on Tuesdays		Fortnightly sailings on Tuesdays	
Pr. Madison	Tues., Aug. 27, 1 a.m.	Pr. Cleveland	Tues., Aug. 20, 9 a.m.
Pr. Jackson	Tues., Sept. 10	Pr. Pierce	Tues., Sept. 3
Pr. McKinley	Tues., Sept. 24	Pr. Taft	Tues., Sept. 17
Pr. Grant	Tues., Oct. 8	Pr. Jefferson	Tues., Oct. 1

To San Francisco & Los Angeles

via HONOLULU direct	
Pr. Hayes	October 2

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Europe and New York Direct

Fortnightly sailings on Sunday via Manila, Straits, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.	
Pr. v. Buren	Sun., Aug. 25, 8 a.m.
Pr. Garfield	Sun., Sept. 8, 8 a.m.
Pr. Polk	Sun., Sept. 22, 8 a.m.
Pr. Adams	Sun., Oct. 6, 8 a.m.
Pr. Harrison	Sun., Oct. 20, 8 a.m.
Pr. Johnson	Sun., Nov. 3, 8 a.m.

To Manila

Pr. Madison	Aug. 17, 6 p.m.
Pr. v. Buren	Aug. 25, 8 a.m.
Pr. Pierce	Aug. 27, 6 p.m.
Pr. Jackson	Aug. 31, 6 p.m.
Pr. Hayes	Sept. 8, 8 a.m.
Pr. Taft	Sept. 10, 6 p.m.

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CHANGTE	In Port	20th August
TAIPING	10th September	17th September
CHANGTE	11th October	18th October
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CONSIGNEES' NOTICES.

THE BEN-LINE STEAMERS, LIMITED.
From MIDDLESBRO, IMMINGHAM, LONDON, STRAITS and PHILIPPINES.

The Steamship, "RENLAVERS"
Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd August, will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 6th September, 1929, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd August, at 10 a.m., by Messrs. Godard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB LIVINGSTON & CO., LTD., Agents.
Hongkong, 14th August, 1929.

ABSENT DEFENDANT.

MANSLAUGHTER CASE TAKES UNEXPECTED TURN.

The manslaughter case, arising out of the fatal accident which occurred at the junction of Nathan and Waterloo Roads on July 5, took an unexpected turn when the hearing against Fung Shiu-wan was to have been continued before Mr. T. S. Whyte Smith at the Kowloon Magistrate's yesterday afternoon.

When the Court assembled and the defendant's name was called in the usual way there was no reply and his Worship accordingly ordered the defendant's bail of \$500 to be estimated. On the application of Sub-inspector McWalter, who is in charge of the Kowloon Traffic Office, his Worship issued a warrant for the defendant's arrest.

It will be recalled that the Crown alleged that the defendant who was driving a Ford six wheel-lorry along Nathan Road drove his vehicle in such a negligent manner as to cause the death of a pedestrian who was walking near the side channel.

According to the evidence called up to the time of the last adjournment the defendant was stated to have been driving along Nathan Road from the direction of the Star Ferry and on approaching the junction at Waterloo Road he is alleged to have speeded in front of another lorry which was turning to proceed past the Mortuary.

In swearing sharply to regain his correct side of the road, the witnesses for the Crown were of the opinion that the defendant lost control of his vehicle with the result that it took a rather un-

CONSIGNEES' NOTICE.

N. Y. K. LINE.
(NIPPON YUSEN KAISHA.)
From EUROPE and STRAITS

The Steamship, "MATSUYE MARU,"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained.

Goods not cleared by the 22nd August, 1929, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives on any Tuesdays and Fridays, at 2.30 p.m. within the free storage period.

All claims must be presented within ten days of the steamer's arrival which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns. No fire insurance has been effected. NIPPON YUSEN KAISHA, Hongkong, 14th August, 1929.

SERVICES CONTRACTUELLES DES MESSAGERIES MARITIMES.
The Steamship "D'ARTAGNAN"
Arrived Hongkong on Tuesday the 13th August, 1929,
from MARSEILLES &c.

CONSIGNEES OF CARGO BY THE ABOVE NAMED STEAMER ARE HEREBY INFORMED THAT THEIR GOODS WITH THE EXCEPTION OF OPIUM, TREASURES AND VALUABLES ARE BEING LANDED AND PLACED AT THEIR RISK IN THE GODOWNS OF THE HONGKONG KOWLOON WHARF AND GODOWN CO. LTD., KOWLOON, WHERE DELIVERY CAN BE OBTAINED AS THE GOODS HAVE LEFT THE GODOWNS.

Goods not cleared within 7 days including date of arrival, will be subject to rent.

All claims must be sent to the undersigned before the Thursday the 22nd August, 1929, or they will not be recognized.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyor Messrs. Godard and Douglas at 10.00 a.m. on Monday, the 19th, August, 1929.

No claims will be admitted after the goods have left the Godowns. No fire insurance will be effected by us in any case whatever.

L. LESDOS, Agent.
Hongkong, 13th August, 1929.

LETTER GOLF SOLUTION.

Here is the solution to the puzzle on another page.
HIDE, SIDE, SITE, SITS, SETS, SEES, SEEK.

usual course and mounted the kerb.

A pedestrian who was walking near the gutter was struck by the lorry and after being carried several feet was picked up dead.

The case for the Crown was in the hands of Mr. L. R. Andrewes, Assistant Crown Solicitor, while Mr. H. J. Armstrong appeared for the defendant.

RIVER. GUNBOATS.

TO BE COMMANDED BY A CAPTAIN.

In consequence of the increased importance of the work of the British gunboats stationed in the West River, China, it is decided that a Captain, R.N., is to be Senior Officer of the Flotilla, instead of a Commander. On the expiration of his two years, therefore, Commander M. L. Clarke, D.S.O., will be succeeded by Captain E. K. Boddam-Whetham, D.S.O., who thus receives his first command since his promotion in June, 1928. The West River gunboats are the Tarantula (Senior Officer's ship), Cicada, Moorhen, Moth, and Seamen.

Captain Boddam-Whetham has spent a large part of his 28 years' service in China. Before the War he was a Lieutenant of the Monmouth and in command of the destroyers Jarvis, Virago, and Kennett, during hostilities. He commanded in the North Sea the destroyers Locust, Lennox, Sharpshooter, and Ulswater. He was mentioned in dispatches, and afterwards appointed D.S.O. for good service in action against enemy destroyers off the Belgian coast. The Ulswater was torpedoed and sunk by submarine on August 15, 1918, but 17 days later he was appointed in command of another destroyer, the Swallow, in which he served until promoted to commander at the end of 1920, after distinguished work in the Black Sea. He was the first commander to qualify as an observer for duty with the Fleet Air Arm, and later served in the Argus and Queen Elizabeth, as such. A course at the R.A.F. Staff College, Andover, was followed by his appointment to the Air Ministry Directorate of Organization, and in January, 1926, he took command of the Withington and the division of the Third Flotilla, with which he served in the Mediterranean and in China.

13 MONTHS YEAR.

MANY FIRMS ADOPT CHANGE.

Rapid progress is being made in Canada, writes a recent visitor to the Dominion, with the adoption by firms of the 13-months year, each month consisting of 28 days. One of the first firms to introduce the system was the Anglo-Canadian Pulp and Paper Mills, Ltd., the undertaking established in Quebec by Viscount Rothermere.

Hundreds of corporations and banks are now adopting the system in Canada and the United States. The Canadian Manufacturers' Association has endorsed the change and has sent resolutions in its favour to the Canadian Government and the League of Nations.

The division of the year into 12 months of unequal length causes inconvenience and waste in business. Bookkeeping is simplified by the introduction of four weeks to the month, and there is saving of time and labour. Firms who have adopted the system express satisfaction with it from every point of view.

The year must always begin on a Monday to fit the 13-months calendar.

National committees have been formed in several countries and the League of Nations is collecting evidence, with the view of presenting a report on world opinion.

HAINAN TYPHOON.

DAMAGE DONE TO ROOFS OF HOUSES.

Nodou (Hainan), Aug. 8.
On the 28th of July the island was visited by a typhoon. In the southern and western parts of Hainan the wind did little damage but there was a heavy downpour of rain. I should estimate that locally eight or ten inches fell. But at Hoihow the wind was much worse and some damage was done to tile roofs. In a great many places roads were washed out. A local private road running from this place to Wosch was in such bad condition as a result of the flood that traffic was stopped for nearly a week and the government took over the road and put a large gang to work repairing it.

About the time of this storm, Prof. W. E. Hoffman of Lingnan University and party were scaling the Red Mist Mountains about sixty miles to the south of us. Most of the party has been in the vicinity since April collecting botanical and zoological specimens. After arriving at a village near the summit, the party had to fight its way through the jungle to reach the peak. This ascent took five hours. At the summit the barometer registered around 5,500 feet. These are the second highest ridge of hills in the island as the Five Finger Mountains are reported to be over 7,000 feet high. The party established the fact that the head waters of the Ting-nan River are in the Red Mist Mountains. Most maps of Hainan do not show this. On the way several large waterfalls were seen and two of the falls were well over a hundred feet in height.

New Roads.

There is a good deal of road-building activity going on in this region. About July 15 a gang of seventy men started work on the road from Nodou to Namfong and another road from here to the coast at Sin-ang Kang is almost complete. The latter should be a boon to farmers and merchants as rice, hogs and cattle can then be shipped thirty miles to the harbour and be put on junks to be delivered at Hoihow or other ports. At the present time local goods have to go by cart or motor 87 miles to Hoihow and the expense of the journey is great. The new roads are government projects and look more like permanent improvements than the private roads put through a few years ago by bus companies. The bridges are to be of concrete.

On August 6 we were visited by Col. Chen in command of one of the Hainan regiments, and Chen Chan-tek, Chinese Commissioner of Customs at Hoihow. Col. Chen desired to inspect the troops here has had stationed here for some time and the party also visited a rubber plantation.

About July 20 Mr. Tsong Zuk-lung, a leading Hakka, was arrested in connexion with the disappearance of some soldiers and guns and taken to Ting-an for trial. It is felt by many that this arrest is partly due to a pro-Communist effort to involve Mr. Tsong, since he took a strong stand against the Communists after their raid on the Vang Lung Company's plantation in April. It does not seem as if there were much evidence against Mr. Tsong.

The fall rice crop is being planted as there is now plenty of water in all the fields. The spring drought has definitely been broken.

A RIVER COLLISION.

CHINESE STEAMER SINKS JUNK OFF CANTON BUND.

The Chinese owned s.s. Tai Sze Ma, in command of a Chinese captain, was proceeding upriver to Canton, about 4.30 yesterday afternoon, stemming the ebb tide, when, on approaching the Red Beacon abreast of the Bund, a fully-laden junk collided with the steamer, the junk being cut in halves and sent to the bottom.

The accident was further complicated by the approach of the Canton-Macau steamboat Chung Chow, which was proceeding down-river on its ordinary daily trip, according to an eyewitness of the affair.

It would appear that the Tai Sze Ma, as it was steering to allow the Chung Chow to pass, struck the junk, and in doing so, swung across the stream; and the Chung Chow, to avoid colliding with the Chinese steamer, steered inside the Red Beacon, in the north side, and in doing so is thought to have grazed the outcrop of rocks that the Beacon marks, to some extent, anyhow, she at once became unmanageable. In response to a signal, another steamer came alongside and proceeded to render assistance. The Tai Sze Ma continued up stream and anchored off Macao Fort. She is a vessel of about 600 tons, and is registered at Canton.

The passage where the accident occurred is a very narrow one and calls for exceptional care in the navigating. Its width, for instance, allows only four feet clearance on either side for a vessel like the Hongkong-Canton steamer Taishan to pass safely.

The navigating of the passage is made the more unpleasant by the hundreds of small craft that cross and recross and insist on getting in the way, forcing the passenger steamers at times, to stop and go astern to avoid collision.

Later information is to the effect that the s.s. Chung Chow eventually left for Macao, and could not have been badly damaged.

GEN. HERTZOG AND A BISHOP.

NOT ATTENDING CATHEDRAL SERVICE FOR THE KING.

Johannesburg, July 4.

The Bishop of Pretoria has offended the Premier, Gen. Hertzog, by an article protesting against "wicked political playing upon racial fear during the South African general election," and expressing disgust at "the shameless exploitation of anti-native feeling, lies, and appeals to passion."

The bishop also criticised the Women's Nationalist Party.

Gen. Hertzog describes the article as a hypocritical attack upon Nationalists, especially Nationalist women, under the cloak of Christian indignation, and attributes the bishop's "hystreria and malevolence" to disappointment as the result of the election.

Gen. Hertzog had intended going to the thanksgiving service for the King's recovery at Pretoria Cathedral on Sunday, but he will attend a similar service at the Dutch Reformed Church instead.

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KIDDERPORE	5,334	19 Aug. noon	Straits, Colombo & B'bay
KASHMIR	8,985	31 Aug. 11 a.m.	M'los, L'don, Hull, R'dm & A'worp
MOREA	10,954	14th Sept.	Bombay, M'los & London
MANTUA	10,946	28th Sept.	Bombay, M'los & L'don

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TALMA	10,000	27th Aug. 3 p.m.	S'pore, Penang & Calcutta
DALGOMA	5,953	3rd Sept.	S'pore, Penang & Calcutta
GARBETA	5,327	15th Sept.	S'pore, Penang & Calcutta
TILAWA	10,006	4th Oct.	S'pore, Penang & Calcutta
TALAMBA	8,018	12th Oct.	S'pore, Penang & Calcutta

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EASTERN & AUSTRALIAN SAILINGS (South)

TANDA	6,956	30th Aug.	Manila, Sandakan, Thurs.
ST. ALBANS	4,500	4th Oct.	Island, Townsville, B'bane
ARAFURA	6,000	1st Nov.	Sydney and Melbourne.

*Calls Port Holland & Zamboanga.

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The P. & O. Royal Mail Steamers to London via Suez Canal.

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The New Zealand Shipping Co. Steamers to Southampton and London

via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

*SHEAF-MOUNT	—	10th Aug.	S'hai, Moji, Kobe & Yok
*GARBETA	5,327	26th Aug.	Moji, Kobe & Osaka
KARMALA	9,128	30th Aug.	S'hai, Moji, Kobe & Yok
*MIRZAPORE	6,715	2nd Sept.	Shanghai, Moji & Kobe
*NAOPORE	5,283	4th Sept.	S'hai, Moji, Kobe & Yok
TILAWA	10,006	14th Sept.	Amoy, Moji, Kobe & Osaka

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All dates are approximate and subject to alteration without notice.

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Destination.	Steamers.	Sailings.
TO TSINGTAU via SWATOW & SHANGHAI	Kwansang Kwongsang Fookshing Hopsang	Sun. 18th Aug. at noon. Wed. 21st Aug. at noon. Sun. 25th Aug. at noon. Wed. 28th Aug. at noon.
TO OSAKA via AMOY, MOJI & KOBE	Kuinsang Hosang Kutsang Namsang	Sun. 25th Aug. at 10 a.m. Tues. 3rd Sept. at 7 a.m. Wed. 11th Sept. at 7 a.m. Thurs. 19th Sept. at 7 a.m.
TO SINGAPORE PENANG & CALCUTTA	Yuenkang Suisang	Tues. 20th Aug. at 3 p.m. Sun. 1st Sept. at 10 a.m.
TO SANDAKAN	Hinsang Mausang	Wed. 4th Sept. at 3 p.m. Mon. 16th Sept. at 3 p.m.
TO TIENTSIN via WEI-HAI-WEI	Chipsing Cheongsing	Sun. 25th Aug. at 10 a.m. Tues. 3rd Sept. at noon.

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Motor Vessel "GLENAPP"	...	2nd Oct.
Motor Vessel "GLENSHIEL"	...	16th Oct.
Steamship "CARNARVONSHIRE"	...	12th Nov.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Motor Vessel "GLENSHIEL"	...	30th Aug.
Motor Vessel "GLENLUCE"	...	16th Sept.
Steamship "CARNARVONSHIRE"	...	27th Sept.
Motor Vessel "GLENBEG"	...	11th Oct.
Steamship "PEMBROKESHIRE"	...	25th Oct.

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AGENTS: THE GLEN LINE, LTD.

PASSENGERS.

ARRIVED.

Per P. and O. s.s. Malwa from Shanghai and Japan on Aug. 16: Mr. and Mrs. McGregor, Mr. G. R. Koy, Mr. F. H. Frawley, Mr. and Mrs. Koy, Mr. J. M. Derrin, Mr. W. L. Crawford, Mr. and Mrs. Miss Cess, Mr. H. Paramanand, Mr. M. Miyazaki, Capt. C. Wards, Mr. Y. Kimura, Mr. T. Saeki, Mr. T. Ueda, Mr. and Mrs. Ozawa, Mr. Y. Kibayaki, Mr. Down.

ing, Rev. A. McFarley, Mr. R. Winterson, Mr. T. Gillan, Mr. P. O. Chen, Mr. and Mrs. and Miss Ching, Mr. W. Liu, Mr. I. O. Man, Mr. and Mrs. Chang, Mr. and Mrs. Chan, Mr. K. Lu, Mr. D. S. Kine, Mr. W. T. Foa, Mr. and Mrs. Page, Mr. H. Mueller, Mr. and Mrs. Nalck, Mr. and Mrs. Middleton, Mr. G. E. Righini, Mr. C. Johnson, Mr. A. E. Nadden, Mr. J. Teedale, Mr. B. Hutton, Mr. D. Stewart, Mr. A. G. Rutherford, Mr. E. C. Hoe, Mr. D. T. Keogh, Miss E. Towner, Mr. E. Binks.

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" " " Kobe " " "	...	H. \$210
" " " Yokohama " " "	...	H. \$235

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Korea Maru ... Wednesday, 4th Sept.

SEATTLE, VICTORIA via Shanghai & Japan Ports

Shizuoka Maru ... Monday, 9th Sept.

Yokohama Maru ... Monday, 23rd Sept.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via

Singapore, Penang, Colombo & Suez.

Hakozaki Maru ... Saturday, 24th Aug.

Hakusan Maru ... Saturday, 7th Sept.

SYDNEY & MELBOURNE via Manila & Ports.

Kaga Maru ... Wednesday, 21st Aug.

Tango Maru ... Wednesday, 25th Sept.

BOMBAY via Singapore, Penang & Colombo.

Tokushima Maru ... Wednesday, 28th Aug.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu,

Los Angeles, Mexico & Panama.

Bokuyo Maru ... Monday, 19th Aug.

SOUTH AMERICA (EAST COAST) via Singapore,

Capetown & Ports.

Kawachi Maru ... Friday, 30th Aug.

NEW YORK, BOSTON, HAVANA via Panama.

Kako Maru ... Tuesday, 20th Aug.

Taketoyo Maru ... Friday, 30th Aug.

LIVERPOOL via Port Said, Constantinople,

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Lyon Maru ... Friday, 20th Sept.

CALCUTTA via Singapore, Penang & Rangoon.

Malacca Maru ... Saturday, 17th Aug.

Akita Maru ... Thursday, 29th Aug.

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Yamagata Maru (Kobe Direct) ... Sunday, 18th Aug.

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IMPRESSIVE MILITARY FUNERAL



Full military honours were accorded at the funeral of the late Lieut. J. E. Hancock, of Volunteer Defence Corps, on Thursday. In the above picture, officers of the Corps are seen conveying the remains to the graveside. Following the coffin are Mr. J. P. Warren and Mr. F. Syme Thomson, of Messrs. Dodwell and Co., behind whom can be seen H. E. Major General J. W. Sandilands and other officers. (Photo: Ming Yuen).

YORKSHIRE FAILS AT SHEFFIELD.

USEFUL POINTS LOST TO DERBY.

NOTTS BENEFIT FROM RIVAL LAPSES.

FIFTH TEST PRELUDE.

London, Aug. 16.
Yorkshire have received a setback in their strong bid for county honours, failing to defeat Derbyshire at Sheffield in spite of a lead of 61 runs on the first innings.
Another calamity among the leaders was experienced by Gloucester, who lost by one run in a sensational match with Sussex. Notts having defeated Warwickshire, their position at the head of the table is rapidly becoming established.
The leading positions are as follows:

	P.	W.	L.	D.	No.	Pts.
Notts	23	12	2	3	4	231
Gloucester	24	13	5	1	3	126
Lancashire	24	13	8	4	4	136
Yorkshire	23	8	1	8	4	124
Sussex	24	11	5	2	0	119
Kent	24	11	7	5	1	116
Middlesex	23	10	5	5	3	114
Leicestershire	25	9	6	4	0	114
Derbyshire	24	9	6	5	1	110

YORKSHIRE'S FAILURE.

Was Declaration Too Long Delayed.

At Sheffield, Yorkshire defeated Derbyshire on the first innings in a closely contested game, up to a point. Derbyshire after a very bad spell have returned to something akin to their old form, but Yorkshire seem to have been over-cautious in waiting until they had set them 331 runs to win before declaring in their second innings.

Yorkshire went in first and compiled 287, to which Derbyshire replied with 226, leaving them 61 runs in arrears.

In their second knock, Yorkshire put together 269 runs for 5 wickets before applying the closure. Derby had made 121 for the loss of two wickets when play was brought to an end.

Macaulay took 5 wickets for 62 runs in Derbyshire's first innings.

A HOBBS CENTURY.

Surrey too Good For Somerset.
Weston-Super-Mare has not proved a happy holiday resort for the Somerset XI. They experienced their third defeat there to-day, going down to Surrey by 161 runs.

The visitors won the toss and elected to take first knock. Their innings was distinguished by a fine century from Jack Hobbs, who hit 134 in fine style. The innings closed at 321. J. C. White bowled splendidly for Somerset, taking 8 wickets for 113 runs.

Somerset could not do better than 184 in reply, but they effected a quick dismissal of Surrey, the last wicket falling at 140. White was again the outstanding bowler, taking 6 wickets for 41 runs.

Somerset were left to get 278 to win, but they collapsed, being all out for 116, Peach taking 6 wickets for 38 runs.

SOUTH AFRICAN BATTING.

Brilliant Effort By Skipper.

The South Africans have been in fine batting form at Southampton, where they have been playing Hampshire as a prelude to the Fifth

SUPREME COURT.

POST OF CHIEF INTERPRETER NOW VACANT.

Applications are being invited for the post of Chief Interpreter in the Supreme Court of Hongkong.

Candidates must be British subjects of European birth and thoroughly conversant with the Chinese dialect while a knowledge of a second dialect of the Chinese language is desirable.

The commencing salary is at the rate of £360 per annum rising to £500 by four annual increments of £30 and one of £20, such salary being payable monthly in Hongkong currency at varying rates of exchange under a special scale. Quarters will not be provided, but an allowance will be granted in aid of rent according to the salary for the time being.

THE HAGUE CRISIS AVERTED.

(Continued from Page 1.)

France, Japan and Belgium are now prepared to offer Mr. Snowden eighty per cent. of his demands (compared with yesterday's sixty per cent. offer), the equivalent of forty million gold marks annually.

It is understood that the French, Belgian and Japanese delegates are pressing the Italians to yield some of the huge benefits to Italy obtained from the Young plan, and thus prevent a breakdown.—*Reuter*.

Pessimistic French Comment.

Paris, Aug. 16.
French opinion at the Hague is more pessimistic.

The *Figaro* says, "The conference is dead and buried. Mr. Snowden will go down in history as its grave-digger."

The *Petit Parisien* says, "M. Francqui offered Mr. Snowden sixty per cent. of the British demands, but Mr. Snowden was immovable. His aim seems to be a rupture."

The *Journal* comments that the termination of the Rhineland occupation is solely dependent on the execution of the Young plan.

The *Matin* says that if a rupture occurs it should be remembered M. Briand, Dr. Stresemann, Mr. MacDonald, Mr. Henderson and Lord Cecil will soon meet at Geneva. There will then be conversations between men distinguished for courtesy and a desire for peace.—*Reuter*.

WIN BY ONE RUN!

Exciting Contest Between Sussex and Gloucester.

Sussex beat Gloucestershire by one run, in a most exciting match. Batting first, Sussex scored 268, Godard taking 6 for 85.

Gloucestershire replied with 214, Bowley capturing 5 for 64.

In their second knock, Sussex compiled 110, Parker doing the damage this time, with 7 for 49.

Gloucestershire just failed, compiling 104, with Langridge taking 5 turns at bowling honours, capturing 5 for 72.—*Reuter*.

SALVAGE PARTY OVERCOME.

SIX FATALITIES ON "DERFFLINGER."

CHINESE WORKERS MEET POISONOUS FUMES.

U.S. NAVAL RESCUES.

Shanghai, Aug. 12.
A news despatch from Tsingtao, dated the 7th inst., says:
Six persons, all Chinese, have died as the result of the Derfflinger mishap, it was disclosed here to-day by the American naval authorities.
All of the victims were engaged in the work of salvaging the cargo of the vessel and were overcome by poisonous gases while working in the hold of the unfortunate German vessel.

Two of the poison gas victims died last night and the result was a near-riot of other Chinese coolies employed on the ship.

Rescue Party.

It became necessary for the American naval authorities here to send a rescue party from the U.S. submarine tender Beaver, aboard the Derfflinger in order to protect two American naval doctors who had gone aboard the vessel to attend a number of other Chinese who were suffering from the ill effects of poison gas.

The rescue party, consisting of more than 20 armed men, arrived at a moment when all foreigners on board, including the master of the disabled steamer, were being menaced by an angry mob of coolie workers.

The coolies were of the opinion that six of their number had died as the result of carelessness on the part of the foreign officers of the ship. The coolies also maintained that the officers had not taken the proper precautions to protect the lives of the Chinese workers.

The situation for a few tense minutes was ugly. The coolies armed themselves with crude weapons and apparently were bent upon forcing all foreigners to quit the vessel. The American naval doctors and the foreign officers and members of the crew banded together to protect themselves and to fight off any attack.

Nearly a Crisis.

The situation had nearly reached a crisis when the U.S. rescue party reached the vessel, being transported from the U.S. Beaver in a fast motor launch. The threatening coolies subsided and ceased to be belligerent upon noticing the guns carried by the members of the relief party.

The American naval officers were withdrawn from the ship and the rescue party returned to the Beaver.

Through the courtesy of the American naval authorities and the officers of the Derfflinger, a representative of *The Shanghai Times* was accorded the privilege of going aboard and inspecting the German ship.

Crowds of coolies, each wearing a gas mask, were noted in the hold. This writer essayed to enter one of the holds but gave it up as a bad job after being nearly overcome by the gas fumes.

The coolie workers, it was apparent, were still angry over the death of their comrades, but were continuing their work.

The news that the coolies were threatening to make trouble aboard the ship was received by the Beaver in a message from the German vessel. American naval authorities are on the alert as more trouble is expected aboard the ship.—*Shanghai Times*.

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